AGENDA
STAYTON CITY COUNCIL MEETING
Monday, August 4, 2014

Stayton Community Center
400 W. Virginia Street
Stayton, Oregon 97383

CALL TO ORDER **7:00 PM** **Mayor Vigil**

FLAG SALUTE

ROLL CALL/STAFF INTRODUCTIONS

PRESENTATIONS/COMMENTS FROM THE PUBLIC

Request for Recognition: If you wish to address the Council, please fill out a green "Request for Recognition" form. Forms are on the table at the back of the room. *Recommended time for presentation is 10 minutes. Recommended time for comments from the public is 3 minutes.*

ANNOUNCEMENTS – PLEASE READ CAREFULLY

Items not on the agenda but relevant to City business may be discussed at this meeting. Citizens are encouraged to attend all meetings of the City Council to insure that they stay informed. Agenda items may be moved forward if a Public Hearing is scheduled.

a. Additions to the agenda
b. Declaration of Ex Parte Contacts, Conflict of Interest, Bias, etc.

CONSENT AGENDA

a. July 21, 2014 City Council Minutes

Purpose of the Consent Agenda:

In order to make more efficient use of meeting time, resolutions, minutes, bills, and other items which are routine in nature and for which no debate is anticipated, shall be placed on the Consent Agenda. Any item placed on the Consent Agenda may be removed at the request of any council member prior to the time a vote is taken. All remaining items of the Consent Agenda are then disposed of in a single motion to adopt the Consent Agenda. This motion is not debatable. The Recorder to the Council will then poll the council members individually by a roll call vote. If there are any dissenting votes, each item on the consent Agenda is then voted on individually by roll call vote. Copies of the Council packets include more detailed staff reports, letters, resolutions, and other supporting materials. A citizen wishing to review these materials may do so at Stayton City Hall, 362 N. Third Avenue, Stayton, or the Stayton Public Library, 515 N. First Avenue, Stayton.

The meeting location is accessible to persons with disabilities. A request for an interpreter for the hearing impaired or other accommodations for persons with disabilities should be made at least 48 hours prior to the meeting. If you require special accommodations contact Deputy City Recorder Alissa Angelo at (503) 769-3425.

PUBLIC HEARING

Appeal of Decision Regarding Reimbursement of Transportation System Development Charges

a. Commencement of Public Hearing
b. Staff Report – Dan Fleishman and Wallace Lien
c. Applicant Presentation
   i) Applicant and Attorney
   ii) Presentation of Additional Evidence
   iii) Evidence / Testimony from Others
d. Presentation of Evidence / Testimony from Public
e. Questions from the City Council
f. Staff Summary
g. Close of Public Hearing
h. City Council Deliberation
i. City Council Decision

   **Note: Stayton Municipal Code requires a decision be reached within 15 days of the close of the hearing.*

UNFINISHED BUSINESS – None

NEW BUSINESS

Street Condition Report **Informational**

a. Staff Report – Keith Campbell

STAFF/COMMISSION REPORTS – None

PRESENTATIONS/COMMENTS FROM THE PUBLIC

Recommended time for presentations is 10 minutes.
Recommended time for comments from the public is 3 minutes.

BUSINESS FROM THE CITY ADMINISTRATOR

BUSINESS FROM THE MAYOR

BUSINESS FROM THE COUNCIL

FUTURE AGENDA ITEMS – August 18, 2014

a. Executive Session – Performance Evaluation of Public Officers and Employees
b. Storm Water System Development Charge
c. Marion County Extension and 4H Service District
d. Crime Ordinance
e. National Night Out Recap

ADJOURN

CALENDAR OF EVENTS

AUGUST 2014

Monday	August 4	City Council	7:00 p.m.	Community Center (north end)
Tuesday	August 5	National Night Out	6:00 p.m.	Various City Parks
Wednesday	August 6	Parks & Recreation Board	7:00 p.m.	E.G. Siegmund Meeting Room
Friday	August 8	Community Leaders Meeting	7:30 a.m.	Covered Bridge Café
Tuesday	August 12	Commissioner's Breakfast	7:30 a.m.	Covered Bridge Café
Monday	August 18	City Council	7:00 p.m.	Community Center (north end)
Wednesday	August 20	Library Board	6:00 p.m.	E.G. Siegmund Meeting Room
Monday	August 25	Planning Commission	7:00 p.m.	Community Center (north end)

SEPTEMBER 2014

Monday	September 1	**CITY OFFICES CLOSED IN OBSERVANCE OF LABOR DAY**		
Tuesday	September 2	City Council	7:00 p.m.	Community Center (north end)
Wednesday	September 3	Parks & Recreation Board	7:00 p.m.	E.G. Siegmund Meeting Room
Tuesday	September 9	Commissioner's Breakfast	7:30 a.m.	Covered Bridge Café
Friday	September 12	Community Leaders Meeting	7:30 a.m.	Covered Bridge Café
Monday	September 15	City Council	7:00 p.m.	Community Center (north end)
Wednesday	September 17	Library Board	6:00 p.m.	E.G. Siegmund Meeting Room
Monday	September 29	Planning Commission	7:00 p.m.	Community Center (north end)

OCTOBER 2014

Monday	October 6	City Council	7:00 p.m.	Community Center (north end)
Tuesday	October 7	Parks & Recreation Board	7:00 p.m.	E.G. Siegmund Meeting Room
Friday	October 10	Community Leaders Meeting	7:30 a.m.	Covered Bridge Café
Tuesday	October 14	Commissioner's Breakfast	7:30 a.m.	Covered Bridge Café
Wednesday	October 15	Library Board	6:00 p.m.	E.G. Siegmund Meeting Room
Monday	October 20	City Council	7:00 p.m.	Community Center (north end)
Monday	October 27	Planning Commission	7:00 p.m.	Community Center (north end)

NOVEMBER 2014

Monday	November 3	City Council	7:00 p.m.	Community Center (north end)
Tuesday	November 4	Parks & Recreation Board	7:00 p.m.	E.G. Siegmund Meeting Room
Tuesday	November 11	**CITY OFFICES CLOSED IN OBSERVANCE OF VETERANS DAY**		
Friday	November 14	Community Leaders Meeting	7:30 a.m.	Covered Bridge Café
Monday	November 17	City Council	7:00 p.m.	Community Center (north end)
Wednesday	November 19	Library Board	6:00 p.m.	E.G. Siegmund Meeting Room
Thursday	November 27	**CITY OFFICES CLOSED IN OBSERVANCE OF THANKSGIVING**		
Friday	November 28			
Monday	November 24	Planning Commission	7:00 p.m.	Community Center (north end)

City of Stayton
City Council Meeting Action Minutes
July 21, 2014

LOCATION: STAYTON COMMUNITY CENTER, 400 W. VIRGINIA STREET, STAYTON

Time Start: 7:00 P.M. **Time End:** 7:55 P.M.

COUNCIL MEETING ATTENDANCE LOG

COUNCIL	STAYTON STAFF
Mayor Scott Vigil	Alissa Angelo, Deputy City Recorder
Councilor Emily Gooch	Keith Campbell, City Administrator
Councilor Catherine Hemshorn	Dan Fleishman, Director of Planning & Development
Councilor Jennifer Niegel	Katinka Bryk, Library Director
Councilor Henry Porter	Rich Sebens, Police Chief
Councilor Brian Quigley	Christine Shaffer, Finance Director
	David Rhoten, City Attorney (excused)

AGENDA	ACTIONS
REGULAR MEETING	
Presentations / Comments from the Public a. City of Stayton Employee Recognition for Years of Service by Keith Campbell	Mr. Campbell presented certificates of recognition to employees for their service and spoke briefly about each of them.
Announcements a. Additions to the Agenda b. Declaration of Ex Parte Contacts, Conflict of Interest, Bias, etc.	None. Councilor Quigley stated he is familiar with two of the Community Grant applicants; he was unsure at this time if it would affect his decision.
Consent Agenda a. July 7, 2014 City Council Action Minutes	Motion from Councilor Niegel, seconded by Councilor Quigley, to approve the consent agenda. **Motion passed 4:0 (Hemshorn abstained).**
Public Hearing	None
Unfinished Business	None
New Business a. Pro Tem Judge Appointment and Oath	Motion from Councilor Niegel, seconded by Councilor Hemshorn, to appoint Steven Summers as the Stayton Municipal Court Pro Tem Judge. **Motion passed 5:0.** Stayton Municipal Court Judge Jonathan Clark swore in Pro Tem Judge Steven Summers.
b. Community Grant Applications	Motion from Councilor Hemshorn, seconded by Councilor Gooch, to award Community Grants to the following:

	Santiam Heritage Foundation $1,000 Santiam Senior Center $1,000 Young Mobile Entertainment $1,200 Santiam Hearts to Arts $1,000 **Motion passed 3:2 (Niegel, Quigley)**
c. Wastewater System Development Charges	Mr. Fleishman gave a presentation on the updates to the Wastewater SDC methodology and charges.
Staff / Commission Reports **Finance Director's Report – Christine Shaffer** a. June 2014 Monthly Finance Department Report	Brief review of Ms. Shaffer's report.
Police Chief's Report – Rich Sebens a. June 2014 Statistical Report	Chief Sebens briefly spoke about the drop in Police Activity, as well as citations/warnings. He also informed the Council about a new reverse 911 calling system the City now has called Everbridge. National Night Out will be held on August 5th at Pioneer Park, Quail Run Park, Santiam Park and Westown Park.
Public Works Director's Report a. June 2014 Operating Report	Mr. Campbell briefly spoke about the monthly report. Also the Jordan Bridge is now reopened to foot traffic.
Planning & Development Director's Report – Dan Fleishman a. June 2014 Activities Report	Mr. Fleishman gave a brief update on enforcement activities.
Library Director's Report – Katinka Bryk a. June 2014 Activities	Ms. Bryk briefly updated the Council on happenings at the Library.
Presentations / Comments From the Public	None
Business from the City Administrator	None
Business from the Mayor	None
Business from the Council	Councilor Porter gave a brief reminder of the upcoming Planning Commission meeting.
Future Agenda Items – August 4, 2014 a. SDC Reimbursement Public Hearing b. Street Presentation	

APPROVED BY THE STAYTON CITY COUNCIL THIS 4TH DAY OF AUGUST 2014, BY A ____ VOTE OF THE STAYTON CITY COUNCIL.

Date:_____ By:_____
A. Scott Vigil, Mayor

Date:_____ Attest:_____
Keith D. Campbell, City Administrator

Date:_____ Transcribed by:_____
Alissa Angelo, Deputy City Recorder

DRAFT

Exhibit "M"

CITY OF STAYTON

MEMORANDUM

TO: Mayor A. Scott Vigil and the Stayton City Council

FROM: Dan Fleishman, Director of Planning and Development
Wallace L Lien, Special Land Use Counsel

DATE: August 4, 2014

SUBJECT: Appeal of Decision Regarding Reimbursement of Transportation System Development Charges

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ISSUE

The issue before the City Council is a hearing regarding an appeal of the Planning and Development Director's decision regarding further reimbursements for Transportation System Development Charges in the Santiam Station development.

BACKGROUND INFORMATION

In the late 1990s the City approved a Land Use Application for a Comprehensive Plan Map Amendment, Zoning Map Amendment and Subdivision for the area north of Fern Ridge Road and East of Cascade Highway for what is now known as Santiam Station. The original subdivision plat for the area is attached as Exhibit A, to give the City Council a geographic frame of reference. Lot 12 of the original plat has since been replatted into the 68-lot Village Creek subdivision. Some of the other lots shown on the attached plat have also been replatted into smaller lots.

The City Council's approval of the application included a condition that improvements to Cascade Highway be constructed by the applicant. Whereas improvements to Cascade Highway were included in the City's draft Transportation System Plan, and City had a Transportation System Development Charge improvement fee in place to help finance those improvements, those improvements were considered "qualified public improvements" as defined by ORS (ORS 223.297 – 223.314 is attached as Exhibit E) and SMC 13.12.205.4 (SMC Chapter 13.12 is attached as Exhibit F). Though there is no written record of such an agreement, apparently, an agreement was reached between the developer and the City regarding reimbursement of the costs of off-site qualified improvements.

Exhibit B is an accounting of refunds of Transportation SDCs (TSDCs) paid within the Santiam Station development. It appears that the qualified costs for off-site improvements were $659,218. During the time period of 2000 and 2006, the City refunded to the developer

$415,628.38 in TSDCs paid when building permits were issued in the development. There has not been any construction activity in the development that has paid TSDCs since 2006.

RECENT EVENTS

Last summer a preapplication meeting was held with the owner of 201 Whitney St, one of the remaining vacant lots in Santiam Station regarding a potential development application. At that time, the property mentioned TSDCs credits due and it was the first that current staff had heard about them. A few weeks later, when contacted by the original developer, staff reviewed the files and found the record of past payments included as Exhibit B.

In early June upon reviewing ORS 223.304, staff learned that state law limits the amount of time that SDC credits may be given. ORS 223.304(5)(d) states that credits must be used no later than 10 years from the date the credit is given.

On June 6, 2014, City of Stayton Staff issued a letter of determination that SDC credits for Mr. Riemenschneider's development of the Santiam Station development had expired. The June 6 letter, which includes the relevant state law, is attached as Exhibit C. In accordance with SMC 13.12.250, on June 20, 2014, Mr. William L. Ghiorso, as attorney for Mr. Riemenschneider filed an appeal of this staff decision, attached as Exhibit D. On July 9, 2014, Mr. Ghiorso provided written consent to conducting the appeal hearing on August 4, 2014 (attached as Exhibit G). Notice of the appeal hearing was posted and mailed to all interested parties on July 10, 2014 see Exhibits H and I).

ANALYSIS

The appeal raises three issues. Each of these issues is addressed below.

1. **The amount owed to Mr. Riemenschneider constitutes a reimbursement rather than a SDC credit and is therefore exempt for [sic] ORS 224.304(5)(d)'s [sic] ten year limitation.**

   The appeal states that the City is in error in applying the time limit in ORS 223.304(5)(d) because this section of statute addresses Improvement Fees and not Reimbursement Fees. The appeal mistakenly characterizes the refund of SDCs paid as a reimbursement rather than the application of a credit for an improvement by relying on the fact that the improvements have already been constructed.

   The appeal is based on the erroneous assumption that the City did not begin to assess System Development Charges until October 2002. If that was the case, then there would not have been any TSDCs collected in 1999 through September of 2002 to be refunded to Mr. Riemenschneider. In fact, Ordinance 691 was enacted by the City in 1991 and *amended* the System Development Code, replacing whatever Code had been previously enacted with what is essentially Chapter 13.12 of the current Municipal Code. Ordinance 691 is attached as Exhibit J. Further, the City Council adopted Resolution 635 in December 1998 establishing the TSDC rates and methodology (see Exhibit K). Clearly, the City had a TSDC in place at the time the Santiam Station development was reviewed and approved by the City.

   While Mr. Riemenschneider has been *reimbursed* for his expenses in providing a qualified public improvement, that does not make the SDC a Reimbursement Fee. As defined in ORS 223.299(2), a Reimbursement Fee is "a fee for costs associated with capital improvements

already constructed, or under construction when the fee is established, for which the local government determines that capacity exists." (emphasis added)

The 1998 TSDC Methodology, in Resolution 635, includes a list of planned improvements that includes "Cascade Highway street widening." The TSDC is only an improvement fee to pay for future transportation projects, and does not include a reimbursement fee by which the City is reimbursed for its past investment in transportation facilities.

The fact that Mr. Riemenschneider constructed the Cascade Highway improvements as part of his development, after adoption of the SDC Methodology in 1998, shows that the SDC was an improvement fee and not a reimbursement fee. When he started the development, none of the capital improvements were in place. He was required to make the public improvements as part of his development approval. The SDCs that were imposed on him were improvement fees, as they represented the costs of construction of qualified public improvements. As such they fall directly within the definition of "improvement fee" in ORS 223.299(2).

The 1998 Methodology, on page 8, discusses the circumstances when a developer is entitled to receive a credit for improvements made by the developer to the roadway system. The Methodology quotes ORS 223.304(5)(c) regarding allowing an excess credit to "be applied against improvement fees that accrue in the subsequent phases of the original development." How the City handled this matter falls exactly within the ORS, the SMC and the Methodology.

The ten year limitation of ORS 223.304(5)(d) does apply.

2. The amount owed to Mr. Riemenschneider is specifically exempted from the City's Municipal Code governing SDC credits.

The second argument is similarly based on erroneous dates and misinterpretation of the Municipal Code. The appeal cites SMC Sect 13.12.240, and claims that because the improvements were installed by Mr. Riemenschneider prior to passage of Ordinance 843 in 2002, that the amount Mr. Riemenschneider claims is owed to him is not an SDC credit.

As written in today's Code, Section 1312.240 reads

> 13.12.240 EXEMPTIONS
>
> The following developments are exempt from all of the system development charges imposed in section 13.12.220:
>
> 1) Any development for which a water or sewer systems development charge was paid prior to the date of the adoption of this ordinance.

The Code is annotated with reference to Ordinance 843 (attached as Exhibit L). A cursory reading of the Code might indicate that it is Ordinance 843 being referred to as "this ordinance." However a review of Ordinance 691, adopted in 1991 reveals that the exact language above was in the code prior to the enactment of Ordinance 843 in 2002, with an additional subparagraph, that reads

> 2) City-owned buildings and facilities.

The enactment of Ordinance 843 did not establish an exemption for development in place in 2002, but rather, repealed an exemption for City-owned buildings and facilities. "This ordinance" in SMC 13.12.240.1) refers, not to Ordinance 843, but to Ordinance 691, adopted in 1991. Santiam Station was not in existence and had not paid any SDCs in 1991 and therefore was not exempt from paying SDCs.

3. **The City and Mr. Riemenschneider have a contract regarding the payment for the improvements at issue and by refusing to honor its obligations to Mr. Riemenschneider the City is in breach of that contract.**

   There is no contract involved in the assessment or crediting of monies with regard to Mr. Riemenschneider's development of Santiam Station. The City has no written contract relating to the obligations of Mr. Riemenschneider to construct certain public improvements, or the crediting back to him of future collected SDC's. Mr. Riemenschneider indicates that he has no recollection of any development agreement that would cover this situation. Absent a written development agreement, the ORS and SMC controlled the assessment calculation and the method of crediting that assessment for late comer's reimbursements.

   In this case, the City followed the ORS and SMC procedures, applying the law to the calculation of the amount of public improvement credit Mr. Riemenschneider was entitled to originally, and then to providing payments against that amount owed as system development fees were collected from later developments. During the ten-year life of the SDC credits, Mr. Riemenschneider was paid back $415,628.38 from system development fees as was required by the Code. None of this process was done by contract, rather it was done pursuant to administrative regulations.

   The concept of the creation of an imaginary contract on the basis of "unjust enrichment" simply does not apply to this fact pattern. There are three distinct elements in an action for "unjust enrichment." The elements, all of which must be satisfied, are as follows:

   1. *Mr. Riemenschneider must first show that he had a rightful property interest that was taken away from him in a wrongful manner.* In this case, the right to the SDC credit had expired and therefore Mr. Riemenschneider no longer had a rightful property interest. Further, the City did not take any rights away from him in a wrongful manner. The City simply applied the ORS and SMC to the facts of the case and came to the correct conclusion that the SDC right to credits had expired.

   2. *The City, as the entity that "took" away the SDC did not acquire the rights in a bonafide manner with notice of the expiration.* This element shows the basic inapplicability of the "unjust enrichment" theory. For "unjust enrichment" to apply one person or entity had to have taken away something of value from another to their benefit. Here the City did not take something of benefit from Mr. Riemenschneider for its own benefit. The City did not take over ownership of the SDC credit rights, it simply applied the law to determine the credit right no longer existed. While it is argued the City did benefit as it no longer has to pay over to Mr. Riemenschneider credits when the reimbursement fees are paid by others, that is not the same kind of benefit that is contemplated by the "unjust enrichment" theory. This legal theory requires the same property to be taken

by one from another without compensation or benefit, and yet still gain an advantage thereby. This is not the case in this fact pattern. For affirmation of the inapplicability of this theory, see the third element below.

3. *The property Mr. Riemenschneider seeks to have returned to him is the very property that was rightfully his in the first place, or is a reasonable substitute therefore.* This element identifies the property right and requires it or its reasonable replacement to be that which is disgorged. First, as noted above the SDC credit right no longer existed, so it was not lawfully his. In other words, upon expiration of the credit right, Mr. Riemenschneider no longer had a lawful property right to credits, so there was nothing for anyone to take away from him. Further, the action of the City here was an interpretation of the law, not a taking of his property for the City to use that property. The City has no use for an SDC credit.

Unjust Enrichment is an equitable theory of law. It applies to situations where one party benefits from the actions of another without giving up anything. Think of an error in wages. A person earns $25 per hour and works a normal 40 hour week, thus earning $1,000 for the week. If there is an error in the payroll department that added a zero to the hourly wage, making it $250 per hour, and the employee gets a check at the end of the week for $10,000 and spends that money, the employee has been unjustly enriched. The employer would be entitled to have the employee return the $9,000 overpayment, because it was the employer's money; the employee knew the error had been made and did not say anything about it; and the $9,000 is the same property that was taken, albeit the cash may not be the same bills, but is a reasonable substitute. It is easy to see that this kind of equitable theory does not apply here.

For legal support and justification for this position, see *Tupper v Roan*, 349 Or 211, 243 P3d 50 (2010).

A contract is not created simply on the basis of an error by city staff, nor does the City incur liability for such error. The SMC and ORS are established law, and can not be changed by virtue of a staff error. The staff letter occurred on June 6, 2014, but apparently related back to prior discussions of a similar import during the fall of 2013. The Santiam Station development began in 1999. The ten year period of allowable credits expired in 2009, long before the discussion between Mr. Riemenschneider and staff.

The developer is responsible for knowing the law, and staff has no responsibility and incurs no liability for incorrectly interpreting the law for the developer. Certainly, the discussions with staff, years after the City's obligation to provide credits had expired, do not rise to the level of a contract.

It is well settled that a staff error does not produce liability on the part of the City. In *Loosli v. City of Salem,* 345 Or 303, 193 P.3d 623 (2008), a person came to the planning department to obtain a sign off on a DMV certificate for a used car lot. The sign off was an indication to DMV that the land use regulations appropriately allowed the new car lot. The owner then engaged in business start up activities for the car lot. However, prior to beginning business, the City advised the owner that its sign off on the DMV certificate was in error. An overlay zone applied to the site prohibiting car sales had been missed by the

staff planner who signed the certificate. The owner then sued the City for this error, however the Court determined that staff error under these circumstances did not cause the City to be liable for the losses incurred by the owner. Effectively, where information is out there and readily available, an owner is not entitled to blindly rely on staff advice, and if that advice is wrong, there is no liability to the City.

Finally, the appeal asks the City to honor its commitments to Mr. Riemenschneider because he has made significant contributions to the development of the City. While it is understood Mr. Riemenschneider has constructed a significant development in the City that does produce tax revenue that benefits the City, that fact alone does not authorize the City to violate its own code or the ORS and to breathe life into SDC credits that have been dead for nearly 5 years. The City has an obligation to follow the law, and as much as it may be desired to have more flexibility or to have more discretion to exercise, to do so would violate the law. Should the City grant this appeal, it would set a precedent that effectively would eliminate the expiration of SDC credits. The result of "eternal credits" would be a bookkeeping nightmare, and would require the City to carry such liability on its books essentially forever. The time limit was set at 10 years to allow developers time, and to accommodate the ebbs and flows of the economy. The time limit was set for a reason, and it should be followed.

RECOMMENDATION

Staff recommends the City Council uphold the decision of the Planning and Development Director, and adopt the draft order prepared for the City Council's consideration.

OPTIONS AND MOTIONS

The City Council has a number of options, of which Staff recommends the first. Under the terms of SMC 13.12.250.8 the City Council must render its decision within 15 days after the hearing.

1. **Uphold the decision of the Planning and Development Director, deny the appeal of Robert Riemenschneider.**

   Move the City Council uphold the decision of the Planning Development Director, denying the appeal of Rober Riemenschneider, and direct staff to prepare an appropriate Order of Denial.

2. **Overturn the decision of the Planning and Development Director, grant the appeal of Robert Riemenschneider.**

   Move the City Council overturn the decision of the Planning and Development Director, grant the appeal of Robert Riemenschneider, and direct staff to prepare an appropriate Order of Approval.

3. **Continue the hearing until August 18, 2014.**

   Move the City Council continue the public hearing on the appeal of Robert Riemenschneider until August 18.

4. **Close the hearing and continue deliberation until August 18.**

   Move the City Council continue its deliberations on the appeal of Robert Riemenschneider until August 18.

List of Exhibits

Exhibit A	Santiam Station Subdivision Plat
Exhibit B	Transportation SDC Refund Accounting
Exhibit C	Staff's June 6, 2014 Letter Denying further SDC Credits
Exhibit D	Riemenschneider's June 20, 2014 Appeal
Exhibit E	SDC Code Chapter 13.12
Exhibit F	ORS 223.297 - 223.314
Exhibit G	Ghiorso's Letter of July 9, 2014 Consenting to Hearing Date
Exhibit H	Hearing Notice (Mailed)
Exhibit I	Hearing Notice (Posted)
Exhibit J	Ordinance No. 691 dated July 3, 1991
Exhibit K	Resolution No. 635 dated December 8, 1998
Exhibit L	Ordinance 843 dated September 2, 2002
Exhibit M	Staff Report

Exhibit "A"

OLYMPIC SURVEYORS
Land & Construction Surveying
50 Plaza Square office (503) 397-4115
St. Helens, OR 97051 fax (503) 397-5171
email olyservyr@columbia-center.org

PROJECT NO. 0025
DRAWN BY RMB

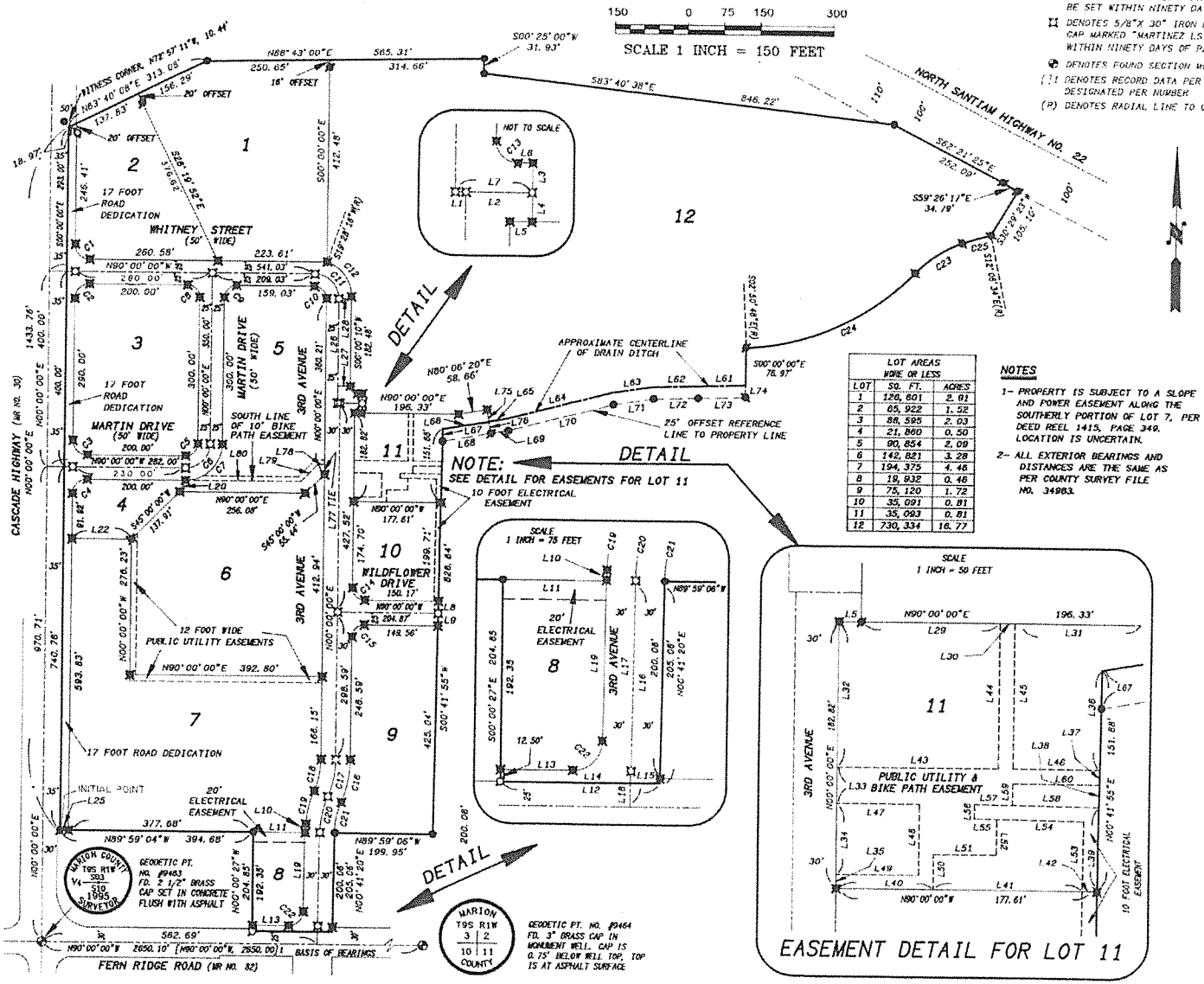
REGISTERED PROFESSIONAL LAND SURVEYOR
OREGON
JAN 21, 1992
RUBEN MICHAEL MARTINEZ
#LS 2536

EXP. DECEMBER 31, 2000

SANTIAM STATION

IN THE SOUTHEAST QUARTER OF SECTION 3
TOWNSHIP 9 SOUTH, RANGE 1 WEST, WILLAMETTE MERIDIAN
CITY OF STAYTON, MARION COUNTY, OREGON
MAY 5, 1999

150 0 75 150 300
SCALE 1 INCH = 150 FEET



LEGEND

- ● DENOTES FOUND MONUMENT PER COUNTY SURVEY FILE NO. 34187
- ● DENOTES FOUND MONUMENT PER COUNTY SURVEY FILE NO. 34983
- DENOTES SET 5/8"X 30" IRON ROD WITH YELLOW PLASTIC CAP MARKED "MARTINEZ LS 2536"
- DENOTES 5/8"X 30" IRON ROD WITH YELLOW PLASTIC CAP MARKED "MARTINEZ LS 2536" TO BE SET WITHIN NINETY DAYS OF PAVING.
- DENOTES 5/8"X 30" IRON ROD WITH ALUMINUM CAP MARKED "MARTINEZ LS 2536" TO BE SET WITHIN NINETY DAYS OF PAVING.
- DENOTES FOUND SECTION MONUMENT AS NOTED
- [1] DENOTES RECORD DATA PER SURVEY AS DESIGNATED PER NUMBER
- (R) DENOTES RADIAL LINE TO CURVE

NARRATIVE

THE PURPOSE OF THIS SURVEY IS TO SUBDIVIDE THE PARCEL OF LAND DESCRIBED IN DEED REEL1582, AT PAGES 286 & 287 AS SHOWN ON THAT CERTAIN PROPERTY LINE ADJUSTMENT MAP FILED WITH MARION COUNTY SURVEYORS OFFICE AS FILE NO. 34983.

MONUMENTATION CERTIFICATE

INTERIOR CORNER AND CENTERLINE MONUMENTION IN ACCORDANCE WITH O.R.S. 92.070, THE INTERIOR CORNERS AND CENTERLINE MONUMENTS OF THIS SUBDIVISION HAVE BEEN CORRECTLY SET WITH PROPER MONUMENTS. AN AFFIDAVIT HAS BEEN PREPARED REGARDING THE ABOVE SETTING OF SAID MONUMENTS AND IS RECORDED IN REEL _____, PAGE _____, OF THE MARION COUNTY DEED RECORDS.

MARION COUNTY SURVEYOR DATE

SURVEY REFERENCES

1- COUNTY SURVEY FILE NO. 34187
2- COUNTY SURVEY FILE NO. 34983

LOT	SQ. FT.	ACRES
1	126, 801	2. 91
2	65, 922	1. 52
3	88, 595	2. 03
4	21, 860	0. 50
5	90, 854	2. 09
6	142, 821	3. 28
7	194, 375	4. 46
8	19, 932	0. 46
9	75, 120	1. 72
10	35, 091	0. 81
11	35, 093	0. 81
12	730, 334	16. 77

LOT AREAS
NONE OR LESS

NOTES

1- PROPERTY IS SUBJECT TO A SLOPE AND POWER EASEMENT ALONG THE SOUTHERLY PORTION OF LOT 7, PER DEED REEL 1415, PAGE 349. LOCATION IS UNCERTAIN.

2- ALL EXTERIOR BEARINGS AND DISTANCES ARE THE SAME AS PER COUNTY SURVEY FILE NO. 34983.

LINE	DIRECTION	DISTANCE
L1	N90° 00' 00"W	5. 00'
L2	N90° 00' 00"W	45. 15'
L3	S00° 00' 00"W	20. 00'
L4	S00° 00' 00"E	20. 00'
L5	N90° 00' 00"E	15. 15'
L6	N90° 00' 00"E	10. 00'
L7	N90° 00' 00"W	50. 15'
L8	N00° 41' 55"E	25. 00'
L9	N00° 41' 55"E	25. 00'
L10	S00° 41' 20"W	0. 95'
L11	N89° 59' 04"W	105. 77'
L12	N90° 00' 00"W	163. 29'
L13	S00° 00' 00"W	73. 80'
L14	N90° 00' 00"W	133. 29'
L15	N90° 00' 00"W	30. 00'
L16	S00° 41' 20"W	192. 92'
L17	S00° 41' 20"W	205. 42'
L18	S00° 41' 20"W	37. 50'
L19	S00° 41' 20"W	162. 89
L20	S24° 44' 45"W	26. 88'
L22	N90° 00' 00"W	121. 23'
L25	N89° 59' 04"W	17. 00'
L26	N00° 00' 00"W	213. 20'
L27	N90° 00' 00"W	25. 15'
L28	N90° 00' 00"E	25. 18'
L29	N90° 00' 00"E	94. 51'
L30	N90° 00' 00"E	10. 00'
L31	N90° 00' 00"E	91. 82'
L32	N00° 00' 00"E	97. 95'
L33	N00° 00' 00"E	25. 00'
L34	N00° 00' 00"W	49. 87'
L35	N00° 00' 00"E	10. 00'
L36	N00° 41' 55"E	67. 00'
L37	N00° 41' 55"E	10. 00'
L38	N00° 41' 55"E	15. 72
L39	N00° 41' 55"E	59. 16'
L40	N90° 00' 00"E	66. 32'
L41	N90° 00' 00"E	101. 28'
L42	N90° 00' 00"E	10. 00'
L43	N90° 00' 00"E	109. 86'
L44	S00° 00' 00"E	97. 95'
L45	S00° 00' 00"W	97. 95'

LINE	DIRECTION	DISTANCE
L46	N90° 00' 00"E	58. 99'
L47	N90° 00' 00"E	56. 32'
L48	N00° 00' 00"E	49. 14'
L49	N90° 00' 00"E	56. 32'
L50	N00° 00' 00"E	25. 61'
L51	N90° 00' 00"E	42. 78'
L52	S00° 00' 00"E	24. 36'
L53	N00° 41' 55"E	49. 28'
L54	S89° 18' 05"E	59. 11'
L55	S89° 18' 05"E	15. 51'
L56	N00° 41' 55"E	10. 03'
L57	S89° 18' 05"E	25. 95'
L58	S89° 18' 05"E	58. 68'
L59	S00° 00' 00"E	15. 00'
L60	S90° 00' 00"E	58. 80'
L61	S88° 17' 57"W	98. 18'
L62	S88° 13' 43"W	93. 05'
L63	S81° 07' 27"W	86. 40'
L64	S75° 10' 30"W	222. 46'
L65	S80° 08' 04"W	33. 48'
L66	S80° 08' 04"W	95. 52'
L67	N00° 41' 55"E	25. 43'
L68	S80° 08' 04"W	100. 19'
L69	S80° 08' 04"W	34. 55'
L70	S75° 10' 30"W	222. 25'
L71	S81° 07' 27"W	83. 54'
L72	S88° 13' 43"W	91. 48'
L73	S88° 17' 57"W	97. 42'
L74	S00° 00' 00"E	25. 01'
L75	N00° 53' 40"W	25. 04'
L76	N09° 53' 40"W	25. 00'
L77	N00° 00' 00"E	19. 07'
L78	N90° 00' 00"E	14. 87'
L79	S45° 00' 00"W	47. 88'
L80	N90° 00' 00"E	218. 09'

CURVE	RADIUS	DELTA	LENGTH	TANGENT	CHORD	BEARING
C1	30. 00'	90° 00' 00"	42. 43'	30. 00'	42. 43'	S45° 00' 00"E
C2	30. 00'	90° 00' 00"	47. 12'	30. 00'	42. 43'	S45° 00' 00"W
C3	30. 00'	90° 00' 00"	47. 12'	30. 00'	42. 43'	S45° 00' 00"E
C4	30. 00'	90° 00' 00"	47. 12'	30. 00'	42. 43'	S45° 00' 00"W
C5	25. 00'	90° 00' 00"	39. 27'	25. 00'	35. 36'	N45° 00' 00"E
C6	50. 00'	90° 00' 00"	78. 54'	50. 00'	70. 71'	N45° 00' 00"E
C7	75. 00'	90° 00' 00"	117. 81'	75. 00'	106. 07'	N45° 00' 00"E
C8	25. 00'	90° 00' 00"	39. 27'	25. 00'	35. 36'	N45° 00' 00"W
C9	25. 00'	90° 00' 00"	39. 27'	25. 00'	35. 36'	S45° 00' 00"W
C10	25. 00'	90° 00' 00"	39. 27'	25. 00'	35. 36'	N45° 00' 00"W
C11	50. 00'	90° 00' 00"	78. 54'	50. 00'	70. 71'	N45° 00' 00"W
C12	75. 00'	70° 31' 54"	92. 33'	53. 04'	86. 61'	N35° 15' 47"W
C13	15. 00'	90° 00' 10"	23. 56'	15. 00'	21. 21'	S44° 59' 55"E
C14	25. 00'	90° 00' 00"	39. 27'	25. 00'	35. 36'	S45° 00' 00"E
C15	25. 00'	90° 00' 00"	39. 27'	25. 00'	35. 36'	S45° 00' 00"W
C16	230. 00'	22° 33' 06"	90. 53'	45. 86'	89. 95'	N11° 16' 33"E
C17	200. 00'	22° 33' 06"	78. 72'	39. 88'	78. 21'	N11° 16' 33"E
C18	170. 00'	22° 33' 06"	66. 91'	33. 89'	66. 48'	N11° 16' 33"E
C19	230. 00'	21° 51' 47"	87. 76'	44. 42'	87. 23'	S11° 37' 13"W
C20	200. 00'	21° 51' 47"	76. 32'	38. 63'	75. 85'	S11° 37' 13"W
C21	170. 00'	21° 51' 47"	64. 87'	32. 83'	64. 48'	S11° 37' 13"W
C22	30. 00'	89° 18' 40"	46. 76'	29. 64'	42. 17'	N45° 20' 40"E
C23	250. 00'	26° 10' 44"	114. 23'	58. 13'	113. 24'	S57° 27' 55"W
C24	520. 00'	42° 46' 39"	388. 24'	203. 67'	379. 28'	N65° 45' 53"E
C25	471. 68'	07° 20' 08"	60. 39'	30. 24'	60. 35'	S74° 13' 21"W

Exhibit "B"

Santiam Station
FernRidge Properties
Improvements = $659,218
Signal Light = $87,493
Hiway = $571,725

Robert Riemenschneider
895 SW 23rd
Redmond, OR 97756

Receipt	Date	Address	Tax Acct No.	SDC Paid	Balance	Refunds Issued To Date	Refund Balance	Refund Due
	99-00	Cascade Highway Improven	—	—	**659,218.00**	**415,628.38**	**243,589.62**	**$0.00**
		Lakeside Assisted Living C		18,470.00	640,748.00			
		Dairy Queen		94,630.00	546,118.00			
		ARCO		23,571.00	522,547.00			
	10/04/00	**Check # 20751**			**522,547.00**	**86,232.00**		
	10/10/00	**Check # 20830**			**522,547.00**	**50,439.00**		
	02/11/02	750 Whitney	R3286-10	1,936.00	520,611.00			
	02/11/02	431 Whitney	R3286-42	1,936.00	518,675.00			
	02/11/02	611 Whitney	R3286-36	1,936.00	516,739.00			
	02/11/02	770 Whitney	R3286-11	1,936.00	514,803.00			
	02/11/02	2520 Martin Dr/Liquor St	R3243-17	11,496.24	503,306.76			
	03/11/02	480 Hobson St	R3286-31	1,936.00	501,370.76			
	04/04/02	650 Whitney St	R3286-07	1,936.00	499,434.76			
	04/12/02	421 Weldon	R3286-56	1,936.00	497,498.76			
	04/12/02	430 Whitney		1,936.00	495,562.76			
	04/12/02	431 Hobson	R3286-20	1,936.00	493,626.76			
	04/17/02	511 Whitney St	R3286-38	1,936.00	491,690.76			
	04/04/02	540 Hobson St		1,936.00	489,754.76			
	04/04/02	520 Hobson St	R3286-33	1,936.00	487,818.76			
	04/04/02	731 Whitney St	R3286-04	1,936.00	485,882.76			
	05/15/02	531 Whitney St		1,936.00	483,946.76			
	05/15/02	500 Hobson		1,936.00	482,010.76			
	05/16/02	491 Whitney St		1,936.00	480,074.76			
	05/16/02	420 Hobson St	R3286-28	1,936.00	478,138.76			
	05/23/02	2635 Grier St	R3286-26	1,936.00	476,202.76			
	05/28/02	2655 Grier St	R3286-25	1,936.00	474,266.76			
	06/17/02	761 Whitney St		1,936.00	472,330.76			
	06/17/02	751 Whitney St		1,936.00	470,394.76			
	06/21/02	620 Hobson St	R3285-99	1,936.00	468,458.76			
	07/03/02	631 Whitney St		1,936.00	466,522.76			
	07/17/02	411 Weldon		1,936.00	464,586.76			
	07/29/02	830 Whitney	R3286-13	1,936.00	462,650.76			
	08/30/02	**Check # 10552**			**462,650.76**	**87,493.00**		
	09/25/02	600 Weldon		1,936.00	460,714.76			
	09/25/02	730 Hobson		1,936.00	458,778.76			
	09/25/02	451 Whitney		1,936.00	456,842.76			
	09/25/02	611 Hobson St		1,936.00	454,906.76			
	10/01/02	651 Hobson St		1,936.00	452,970.76			
	11/13/02	451 Hobson St		1,936.00	451,034.76			
	11/13/02	391 Hobson St		1,936.00	449,098.76			
	12/09/02	571 Hobson		1,936.00	447,162.76			
	12/09/02	621 Weldon		1,936.00	445,226.76			
	01/15/03	600 Hobson St		1,936.00	443,290.76			
	01/15/03	510 Whitney St		1,936.00	441,354.76			
	01/15/03	2615 Grier Dr		1,936.00	439,418.76			
	01/15/03	471 Whitney St		1,936.00	437,482.76			
	01/15/03	490 Whitney St		1,936.00	435,546.76			
	01/15/03	310-361 Wildflower		23,232.00	412,314.76			
	01/15/03	730 Whitney		1,936.00	410,378.76			
	01/15/03	631 Hobson St		1,936.00	408,442.76			

	01/15/03	461 Weldon	1,936.00	406,506.76	
	01/15/03	710 Whitney	1,936.00	404,570.76	
	01/31/03	**Check # 25290**		**404,570.76**	**30,483.24**
21964	03/27/03	351 Hobson St	1,936.00	402,634.76	
21965	03/27/03	753 Hobson St	1,936.00	400,698.76	
22074	03/27/03	773 Hobson St	1,936.00	398,762.76	
22073	03/27/03	810 Whitney St	1,936.00	396,826.76	
22011	03/27/03	481 Weldon St	1,936.00	394,890.76	
22298	04/24/03	501 Weldon St	1,936.00	392,954.76	
21920	04/24/03	801 Hobson St	1,936.00	391,018.76	
21944	04/24/03	331 Hobson St	1,936.00	389,082.76	
21943	04/24/03	371 Hobson St	1,936.00	387,146.76	
21940	04/24/03	821 Hobson St	1,936.00	385,210.76	
21817	04/24/03	530 Whitney St	1,936.00	383,274.76	
22360	05/02/03	401 Weldon St.	1,936.00	381,338.76	
22393	05/02/03	410 Whitney St.	1,936.00	379,402.76	
22408	05/09/03	470 Whitney St.	1,936.00	377,466.76	
22430	05/12/03	551 Hobson St.	1,936.00	375,530.76	
22633	06/16/03	450 Whitney St.	1,936.00	373,594.76	
22544	06/03/03	511 Hobson St.	1,936.00	371,658.76	
22915	08/06/03	850 Whitney St.	1,936.00	369,722.76	
23048	08/28/03	411 Hobson St.	1,936.00	367,786.76	
23055	09/01/03	531 Hobson St.	1,936.00	365,850.76	
23240	11/04/03	411 Whitney St.	1,936.00	363,914.76	
	02/09/04	Check # 27396		363,914.76	**40,656.00**
23950	03/25/04	Stayton Pharmacy #1	23,345.05	340,569.71	
	03/31/04	Check # 27735		340,569.71	**23,345.05**
24428	05/19/04	Stayton Pharmacy #2	23,345.05	317,224.66	
	05/20/04	Check # 28051		317,224.66	**23,345.05**
24762	07/07/04	750 Hobson St.	1,936.00	315,288.66	
19706	08/20/04	440 Hobson St.	1,936.00	313,352.66	
22460	08/20/04	460 Hobson St.	1,936.00	311,416.66	
22316	08/20/04	733 Hobson St.	1,936.00	309,480.66	
25008	08/24/04	Stayton Pharmacy #3	23,345.04	286,135.62	**31,089.04**
	03/29/05	Rise and Shine Child Ctr	36,423.00	249,712.62	**36,423.00**
11964	06/27/06	Mill Creek Village	6,123.00	243,589.62	**6,123.00**
			415,628.38		

Exhibit "C"

City of Stayton

Planning and Development Department

Mailing address: 362 N. Third Avenue· Stayton, OR 97383
Office location: 311 N. Third Avenue
Phone: (503) 769-2998 · FAX: (503) 767-2134
Email: dfleishman@ci.stayton.or.us
www.staytonoregon.gov

June 6, 2014

Robert Riemenschneider
895 SW 23rd Ct
Redmond, OR 97756

Dear Mr. Riemenschneider,

Since last fall, you and I have had occasional correspondence and phone conversations about the Transportation System Development Charge (SDC) reimbursements associated with the off-site improvements required by your development of Santiam Station in Stayton.

On several occasions I have provided you with an accounting of Transportation System Development Charges paid with the issuance of building permits for residential and commercial structures in Santiam Station. Our records indicate that your qualified expenditures in 1999 were $659,218. Since that time the City has reimbursed you $415,628.38. The last reimbursement check was sent in June 2006. Since that time there has not been any construction activity in Santiam Station that has warranted the payment of a Transportation SDC.

The City of Stayton has provided these reimbursements to you even though there is not a written agreement between you and City to do so. The City has no written agreement on file. When queried about the existence of such an agreement, you did not indicate that one was ever executed.

The collection and expenditure of System Development Charges by Oregon municipalities is covered in Oregon Revised Statutes (ORS) Chapter 223. ORS 223.304(4) and (5) provide for credits to developers for qualified public improvements, such as your expenditures on Cascade Highway and for the signal installed at the intersection of Fern Ridge Road. ORS 223.304(5)(c) allows the credit to be applied against improvement fees that accrue in later phases of the development project, such as it appears the City did between 1999 and 2006. However, ORS 223.304(5)(d) specifies that "Credits must be used in the time specified in the [municipal] ordinance but not later than 10 years from the date the credit is given." I have provided a copy of 223.304(5) with this letter.

In Stayton, System Development Charges are addressed in Stayton Municipal Code (SMC) Title 13, Chapter 13.12. More specifically SMC 13.12.245 covers credits and reimbursements for qualified public improvements. As Stayton's Code does not provide time limits on the reimbursements, the ORS 223.304(5) limit of 10 years from the date the credit is given applies. It is now almost 15 years since the time the project started.

Under the terms of ORS 223.304(5)(d), the City of Stayton no longer has the legal authority to and shall not be remitting further reimbursements for Transportation SDCs.

If you have any questions, I can be reached by any of the methods in the letterhead above.

Sincerely,

Dan Fleishman,
Planning & Development Director

cc: David A Rhoten, City Attorney
Wallace L Lien, Special Land Use Counsel
Keith Campbell, City Administrator

223.304 Determination of amount of system development charges; methodology; credit allowed against charge; limitation of action contesting methodology for imposing charge; notification request.

(5)(a) The credit provided for in subsection (4) of this section is only for the improvement fee charged for the type of improvement being constructed, and credit for qualified public improvements under subsection (4)(b) of this section may be granted only for the cost of that portion of such improvement that exceeds the local government's minimum standard facility size or capacity needed to serve the particular development project or property. The applicant shall have the burden of demonstrating that a particular improvement qualifies for credit under subsection (4)(b) of this section.

(b) A local government may deny the credit provided for in subsection (4) of this section if the local government demonstrates:

(A) That the application does not meet the requirements of subsection (4) of this section; or

(B) By reference to the list adopted pursuant to ORS 223.309, that the improvement for which credit is sought was not included in the plan and list adopted pursuant to ORS 223.309.

(c) When the construction of a qualified public improvement gives rise to a credit amount greater than the improvement fee that would otherwise be levied against the project receiving development approval, the excess credit may be applied against improvement fees that accrue in subsequent phases of the original development project. This subsection does not prohibit a local government from providing a greater credit, or from establishing a system providing for the transferability of credits, or from providing a credit for a capital improvement not identified in the plan and list adopted pursuant to ORS 223.309, or from providing a share of the cost of such improvement by other means, if a local government so chooses.

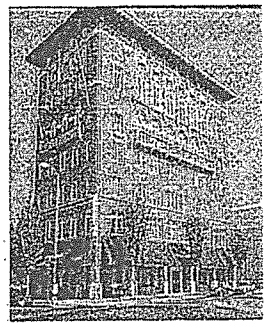
(d) Credits must be used in the time specified in the ordinance but not later than 10 years from the date the credit is given.

Exhibit "D"

GHIORSO LAW FIRM

495 State Street
Suite 500
Salem, Oregon 97301

Tel: 503-362-8966
Fax: 503-362-1158
Email: ghiorsolawfirm@hotmail.com



June 20, 2014

Keith Campbell
City Administrator
362 N. Third Ave.
Stayton, OR 97383

RE: Riemenschneider Appeal of Reimbursement Determination

Dear Mr. Campbell:

Enclosed with this letter is Robert Riemenschneider's appeal of the City of Stayton's Planning and Development Department's reimbursement determination. I am requesting that this determination be reviewed and considered by the Stayton City Council pursuant to Stayton Municipal Code § 13.12.250.

Sincerely,

William L. Ghiorso

Cc: Robert Riemenschneider
Wallace Lien

Robert Riemenschneider's Appeal of City of Stayton Planning and Development Department Reimbursement Determination

This appeal is brought by Robert L. Riemenschneider, who lives at 895 SW 23rd, Redmond, OR 97756. This is an appeal of the City of Stayton Planning and Development Department decision of June 6, 2014, regarding certain sums owed by the City of Stayton to Mr. Riemenschneider for capital improvements made on or about 1999. In a letter dated June 6, 2014, the City of Stayton Planning and Development Department (hereinafter "CSPDD") characterizing these certain sums totaling approximately $243,589.62 as System Development Charges (hereinafter "SDC") credits, determined that the City of Stayton (hereinafter "City") was no longer legally obligated to, nor would it continue to reimburse Mr. Riemenschneider for the outstanding balance as a result of ORS 223.304(4) and (5).

On or about 1999, Mr. Riemenschneider made certain capital improvements to the roadways, water systems, and municipal infrastructure of the City of Stayton as part of the Santiam Station development. As a result of these improvements, the City of Stayton acknowledged that Mr. Riemenschneider was owed by the City approximately $659,218.00. In order to meet this obligation, the City began directing the System Development Charges the City collected from subsequent building projects in the Santiam Station development to Mr. Riemenschneider in the form of refunds. The City continued this practice of periodically issuing refunds to Mr. Riemenschneider through 2006, reducing the balance owed to Mr. Riemenschneider to the current amount owed of approximately $243,589.62.

From approximately 2006 to the present there was no development activity in the Santiam Station and consequently no Systems Development Charges were collected by

the City. However, as recently as June 2, 2014, the City acknowledged that there is an outstanding balance owed to Mr. Riemenschneider.

Mr. Riemenschneider appeals the decision of the City to deny its obligations regarding the reimbursements it owes on three basis: (1) the amount owed to Mr. Riemenschneider is not SDC credit but rather a reimbursement which is exempt from the ten-year limitation imposed by ORS 223.304(5)(d); (2) the amount owed to Mr. Riemenschneider is specifically exempted from the City's Municipal Code governing SDC credits; and (3) the City and Mr. Riemenschneider have a contract regarding the payment for the improvements at issue and by refusing to honor its obligations to Mr. Riemenschneider the City is in breach of that contract.

1. **The amount owed to Mr. Riemenschneider constitutes a reimbursement rather than a SDC credit and is therefore exempt for ORS 224.304(5)(d)'s ten year limitation.**

In the letter sent to Mr. Riemenschneider on June 6, 2014, in which the City informed Mr. Riemenschneider that it would no longer honor its obligations to reimburse Mr. Riemenschneider for the improvements, which he had constructed, the City cited ORS § 224.304(4) and (5) as controlling its decision. However, the City's reliance on these provisions of the Oregon Revised Statutes is in error. ORS § 223.304(4) and (5) concern the establishment and disposition of credits in the event that a municipality enacts an improvement fee commonly called a System Development Charge. However, these sections are silent as to reimbursement fees. ORS § 223.299(2) defines "Improvement Fee" as: a fee for costs associated with capital improvements *to be* constructed. (*emphasis added)*. By contrast ORS § 223.229(3) defines "Reimbursement Fee" as: a fee for costs associated with capital improvements *already constructed.*

In this case, the improvements constructed by Mr. Riemenschneider had already been constructed at the time the City began collecting Systems Development Charges from subsequent developers, therefore the money collected is a reimbursement fee rather than improvement fee. Additionally, the Stayton municipal ordinance establishing Systems Development Charges wasn't promulgated until October 2002, further evidencing that the fees collected by the city were in fact reimbursement fees rather than improvement fees.

Since ORS § 224.304(4) and (5), particularly ORS § 223.304(5)(d), do not address reimbursement fees there is no time limitation regarding the use or payment of these fees. As a result, the City still remains liable for the outstanding reimbursement balance it owes to Mr. Riemenschneider.

2. The amount owed to Mr. Riemenschneider is specifically exempted from the City's Municipal Code governing SDC credits.

The Stayton Municipal Code (hereinafter "SMC") § 13.12.240 specifically exempts any developments for which water or sewer Systems Development Charges were paid prior to the adoption of the Systems Development Charges ordinance in October 2002 from all regulations concerning Systems Development Charges. All of the improvements installed by Mr. Riemenschneider occurred prior to the passage of the SMC § 13.12.205 to § 13.12.260, and as a result the balance owed to Mr. Riemenschneider cannot be considered a SDC credit. Rather it is a current financial obligation owing to Mr. Riemenschneider, by the City to be paid from future reimbursements. In which case, the time restrictions imposed on the use of SDC credits is

inapplicable and therefore the City presently still owes Mr. Riemenschneider the remaining balance of his reimbursement.

3. The City and Mr. Riemenschneider have a contract regarding the payment for the improvements at issue and by refusing to honor its obligations to Mr. Riemenschneider the City is in breach of that contract.

The relationship and course of dealing between Mr. Riemenschneider and the City is sufficient to constitute a contract.

In this situation, Mr. Riemenschneider constructed these improvements during the preliminary development of the Santiam Station project at his own expense with the expectation, and in exchange for the promise of the City to reimburse the costs of these improvements upon the City's collection of Systems Development Charges from future development. The City in compliance with this agreement remitted to Mr. Riemenschneider the Systems Development Charges that the City collected for Development in Santiam Station, since 2001 to the present.

Until June 6, 2014, the City had communicated to Mr. Riemenschneider that it still intended to pay Mr. Riemenschneider the remaining balance due to him. The City acknowledged that it owed Mr. Riemenschneider a debt and provided him an accurate accounting of the amount of that debt. Furthermore, the City paid Mr. Riemenschneider approximately $400,000.00 to date pursuant to its obligations.

Finally, should the City decided to uphold its determination of June 6, 2014, the City will become unjustly enriched by keeping nearly $245,000.00 that rightfully belongs to Mr. Riemenschneider.

The Supreme Court of Oregon has stated that the guiding principal for unjust enrichment is: "the generally accepted test which determines whether a recovery maybe

had is whether the Defendant (the City), in equity and good conscience, is entitled to retain the money to which the Plaintiff (Mr. Riemenschneider) asserts claim." *Smith v. Rubel*, 140 Or 422, 13 P2d 1078 (1932).

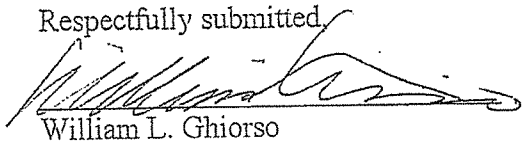
The City has, on occasion and as recently as June 2, 2014, has stated that Mr. Riemenschneider is entitled to a reimbursement for the improvements which he constructed in 1999.

As a final point to consider, real estate developers are natural risk takers. Mr. Riemenschneider invested substantial time, money, and resources that resulted in a thriving development and economic contribution to the City of Stayton. Cities, like Stayton, rely on people like Mr. Riemenschneider to develop property inside of their limits which makes the cities more attractive to prospective business and residents and consequently provides them with essential revenue streams. The city needs to honor its commitments to individuals like Robert Riemenschneider.

For the foregoing reasons, the City council must confirm its financial obligation to Mr. Riemenschneider in the amount of approximately $243,589.62 in outstanding reimbursements for capital improvements made to the Santiam Station Development.

DATED this 20th day of June 2014.

Respectfully submitted,



William L. Ghiorso
Attorney for Robert Riemenschneider

Exhibit "E"

TITLE 13. MASTER UTILITIES PLAN

CHAPTER 13.12

SYSTEMS DEVELOPMENT CHARGE

SECTIONS

13.12.205	Definitions
13.12.210	Purpose
13.12.215	Scope
13.12.220	System Development Charge Established
13.12.225	Methodology
13.12.230	Compliance with State Law
13.12.235	Collection of Charge
13.12.240	Exemptions
13.12.245	Credits
13.12.250	Appeal Procedures
13.12.255	Prohibited Connection
13.12.260	Enforcement

13.12.205 DEFINITIONS

The following words and phrases, as used in Chapter 13.12 of the Stayton Municipal Code, have the following definitions and meanings:

1. **CAPITAL IMPROVEMENT(S)**: Public facilities or assets used for any of the following:

   a. Water supply, treatment, and distribution;

   b. Sanitary sewers, including collection, transmission, and treatment;

   c. Storm sewers, including drainage and flood control;

   d. Transportation, including but not limited to streets, sidewalks, bike lanes and paths, street lights, traffic signs and signals, street trees, public transportation, vehicle parking, and bridges; or

   e. Parks and recreation, including but not limited to mini-neighborhood parks, neighborhood parks, community parks, public open spaces and trail systems, buildings, courts, fields, and other like facilities.

2. **DEVELOPMENT**: As used in sections 13.12.210 through 13.12.245, means constructing or enlarging a building or adding facilities or making a physical change in the use of a structure or land which increases the usage of any capital

improvements or which will contribute to the need for additional or enlarged capital improvements.

3. **PUBLIC IMPROVEMENT CHARGE**: A fee for costs associated with capital improvements to be constructed after July 3, 1991. "Public improvement charge" shall have the same meaning as the term "improvement fee" as defined in ORS 223.299(2). (Ord. 874, section 44, 2004)

4. **QUALIFIED PUBLIC IMPROVEMENTS**: A capital improvement that is required as a condition of development approval and is identified in the plan adopted pursuant to subsection 13.12.230.1. However, it does not include improvements sized or established to meet only the demands created by a development.

5. **REIMBURSEMENT FEE**: A fee for costs associated with capital improvements constructed or under construction on the date the fee is adopted pursuant to section 13.12.220.

6. **SYSTEM DEVELOPMENT CHARGE**: A reimbursement fee, a public improvement charge, or a combination thereof, assessed or collected at any of the times specified in section 13.12.235. It shall not include connection or hook-up fees for sanitary sewers, storm drains, or water lines, since such fees are designed by the city only to reimburse the city for the costs for such connections. Nor shall the system development charge include costs for capital improvements which by city policy and state statute are paid for by assessments or fees in lieu of assessments for projects of special benefit to a property.

13.12.210 PURPOSE

The purpose of the system development charge (SDC) is to impose an equitable share of the public costs of capital improvements upon those developments that create the need for or increase the demands on capital improvements.

13.12.215 SCOPE

The system development charge imposed by Chapter 13.12 of the Stayton Municipal Code is separate from and in addition to any applicable tax, assessment, charge, fee in lieu of assessment, or fee otherwise provided by law or imposed as a condition of development. A systems development charge is to be considered in the nature of a charge for services rendered or facilities made available, or a charge for future services to be rendered or facilities to be made available in the future.

13.12.220 SYSTEMS DEVELOPMENT CHARGE ESTABLISHED

1. Unless otherwise exempted by the provisions of this chapter or other local or state law, a systems development charge is hereby imposed upon all development within the city, and all development outside the boundary of the city that connects to or otherwise uses the sanitary sewer system, storm drainage system, or water system of the city. The city administrator is authorized to make interpretations of this section, subject to appeal to the city council.

2. System development charges for each type of capital improvement may be created through application of the methodologies described in section 13.12.225 of this code. The amounts of each system development charge shall be adopted initially by council resolution. Changes in the amounts shall be adopted by resolution following a public hearing.

13.12.225 METHODOLOGY

1. The methodology used to establish a reimbursement fee shall consider the cost of then-existing facilities, prior constructions by then-existing users, the value of unused capacity, rate-making principles employed to finance publicly-owned capital improvements, and other relevant factors. The methodology shall promote the objective that future systems users shall contribute an equitable share of the cost of then-existing facilities.

2. The methodology used to establish the public improvement charge shall consider the cost of projected capital improvements needed to increase the capacity of the systems to which the fee is related and shall provide for a credit against the public improvement charge for the construction of any qualified public improvement.

3. The methodology shall also provide for a credit as authorized in subsection 13.12.250.

4. Except when authorized in the methodology adopted under subsection 13.12.225.1, the fees required by this code which are assessed or collected as part of a local improvement district or a charge in lieu of a local improvement district assessment, or the cost of complying with requirements or conditions imposed by a land use decision are separate from and in addition to the systems development charge and shall not be used as a credit against such charge.

5. The methodologies used to establish the systems development charge shall be adopted by resolution of the city council. The specific systems development charge may be adopted and amended concurrent with the establishment or revision of the systems development charge methodology. The city administrator

shall review the methodologies established under this section every three (3) years and shall recommend amendments, if and as needed, to the city council for its action.

6. The formulas and calculations used to compute specific system development charges are based upon averages and typical conditions. Whenever the impact of individual developments present special or unique situations such that the calculated fee is grossly disproportionate to the actual impact of the development, alternative fee calculations may be approved or required by the city administrator under administrative procedures prescribed by the city council. All data submitted to support alternate calculations under this provision shall be site specific. Major or unique developments may require special analyses to determine alternatives to the standard methodology.

7. When an appeal is filed challenging the methodology adopted by the city council, the city administrator shall prepare a written report and recommendation within twenty (20) working days of receipt for presentation to the council at its next regular meeting. The council shall, by resolution, approve, modify, or reject the report and recommendation of the city administrator, or it may adopt a revised methodology by resolution, if required. Any legal action contesting the city council's decision in the appeal shall be filed within sixth (60) days of the council's decision.

13.12.230 COMPLIANCE WITH STATE LAW

1. The revenues received from the systems development charges shall be budgeted and expended as provided by state law. Such revenues and expenditures shall be accounted for as required by state law. Their reporting shall be included in the city's annual financial report required by ORS Chapter 294.

2. The capital improvement plan required by state law as the basis for expending the public improvement charge component of systems development charge revenues shall be the Stayton Master Utilities Plan and amendments enacted by the Stayton City Council.

13.12.235 COLLECTION OF CHARGE

1. The systems development charge is payable upon, and as a condition of, issuance of:

   a. A building or plumbing permit for a development; or

   b. A permit for a development not requiring the issuance of a building permit; or

c. A permit or other authorization to connect to the water or sanitary sewer systems.

2. If development is commenced or connection is made to the water system or the sanitary sewer system without an appropriate permit, the systems development charge is immediately payable upon the earliest date that a permit was required, and it will be unlawful for anyone to continue with the construction or use constituting a development until the charge has been paid or payment secured to the satisfaction of the city administrator.

3. Any and all persons causing a development or making application for the needed permit, or otherwise responsible for the development, are jointly and severally obligated to pay the charge, and the city administrator may collect the said charge from any of them. The city administrator or his/her designee shall not issue any permit or allow connections described in subsection 13.12.235.1 until the charge has been paid in full or until an adequate secured arrangement for its payment has been made, within the limits prescribed by resolution of the city council.

4. A systems development charge shall be paid in cash when due, or in lieu thereof the city administrator may accept the delivery of a written agreement to pay if the written agreement is secured by collateral satisfactory to the city administrator or his/her designee. The collateral may consist of mortgage or trust deeds of real property, or an agreement secured by surety bond issued by a corporation licensed by a state law to give such undertakings, or by cash deposit, letter of credit, or other like security acceptable to the city administrator.

5. A person may apply to pay the systems development charge in installments to the extent provided by state law.

13.12.240 EXEMPTIONS

The following developments are exempt from all of the systems development charges imposed in section 13.12.220:

1. Any development for which a water or sewer systems development charge was paid prior to the date of the adoption of this ordinance. (Ord. 843, October 2002)

13.12.245 CREDITS

1. When development occurs that gives rise to a systems development charge under section 13.12.220 of this chapter, the systems development charge for the existing use shall be calculated and if it is less than the system development charge for the proposed use, the difference between the system development charge for the existing use and the system development charge for the proposed use shall be the

system development charge required under section 13.12.220. If the change in use results in the systems development charge for the proposed use being less than the system development charge for the existing use, no systems development charge shall be required; however, no refund or credit shall be given.

2. The limitations on the use of credits contained in this subsection shall not apply when credits are otherwise given under Section 13.12.250. A credit shall be given for the cost of a qualified public improvement associated with a development. If a qualified public improvement is located partially on and partially off the parcel of land that is the subject of the approval, the credit shall be given only for the cost of the portion of the improvement not attributable wholly to the development. The credit provided for by this subsection shall be only for the public improvement charge charged for the type of improvement being constructed and shall not exceed the public improvement charge even if the cost of the capital improvement exceeds the applicable public improvement charge.

3. Applying the methodology adopted by resolution, the city administrator shall grant a credit against the public improvement charge, the reimbursement fee, or both, for a capital improvement constructed as part of the development that reduces the development's demand upon existing capital improvements or the need for future capital improvements or that would otherwise have to be provided at city expense under then-existing council policies.

4. In situations where the amount of credit exceeds the amount of the system development charge, the excess credit is not transferable to another development.

5. Credit shall not be transferable from one type of capital improvement to another.

13.12.250 APPEAL PROCEDURES

1. As used in this section, "working day" means a day when the general offices of the city are open to transact business with the public.

2. A person aggrieved by a decision required or permitted to be made by the city administrator or his/her designee under section 13.12.205 through 13.12.245 or a person challenging the propriety of an expenditure of systems development charge revenues may appeal the decision or expenditure by filing a written request with the city administrator for consideration by the city council. Such appeal shall describe with particularity the decision or the expenditure from which the person appeals and shall comply with subsection 4. of this section.

3. An appeal of an expenditure must be filed within two (2) years of the date of alleged improper expenditure. Appeals of any other decision must be filed within ten (10) working days of the date of the decision.

4. The appeal shall state:

   a. The name and address of the appellant;

   b. The nature of the determination being appealed;

   c. The reason the determination is incorrect; and

   d. What the correct determination should be.

   An appellant who fails to file such a statement within the time permitted waives his/her objections and his/her appeal shall be dismissed.

5. Unless the appellant and the city agree to a longer period, an appeal shall be heard within thirty (30) days of the receipt of the written appeal. At least ten (10) working days prior to the hearing, the city shall mail notice of the time and location thereof to the appellant.

6. The city council shall hear and determine the appeal on the basis of the appellant's written statement and any additional evidence he/she deems appropriate. At the hearing, the appellant may present testimony and oral argument personally or by counsel. The city may present written or oral testimony at this same hearing. The rules of evidence as used by courts of law do not apply.

7. The appellant shall carry the burden of proving that the determination being appealed is incorrect and what the correct determination should be.

8. The city council shall render its decision within fifteen (15) days after the hearing date and the decision of the council shall be final. The decision shall be in writing, but written findings shall not be made or required unless the council in its discretion elects to make findings for precedential purposes. Any legal action contesting the council's decision on the appeal shall be filed within sixty (60) days of the council's decision.

13.12.255 PROHIBITED CONNECTION

After the effective date of this chapter, no person may connect any premises for service, or cause the same to be connected, to any sanitary sewer or water system of the city

unless the appropriate systems development charge has been paid or payment has been secured as provided in this chapter.

13.12.260 ENFORCEMENT

Any service connected to the city water or sewer system after the effective date of this chapter for which the fee due hereunder has not been paid as required or an adequate secured arrangement for its payment has been made is subject to termination of service under the city's utility disconnect policy. (Ord. 691, 1991)

interest and late payment penalties or charges, made under the Bancroft Bonding Act, shall be made in the lien docket as they are received, with the date of payment. The payments so made and entered shall discharge the lien to the amount of the payment and from the date of the payment. [Amended by 1991 c.902 §23; 1995 c.709 §3; 1997 c.840 §3]

223.295 Limit on city indebtedness. (1) A city may incur indebtedness in the form of general obligation bonds and general obligation interim financing notes pursuant to ORS 223.235 to an amount which shall not exceed 0.03 of the latest real market valuation of the city.

(2) The general obligation bonds and general obligation interim financing notes issued pursuant to ORS 223.235 shall be determined by deducting from the sum total of outstanding general obligation bonds and general obligation interim financing notes issued pursuant to ORS 223.235, the aggregate of sinking funds or other funds applicable to the payment thereof, less the aggregate of overdrafts, if any, in the related improvement bond interest fund. [Amended by 1955 c.28 §1; 1955 c.686 §1; 1959 c.653 §7; 1963 c.545 §2; 1965 c.282 §3; 1985 c.441 §1; 1991 c.459 §351; 1991 c.902 §24]

SYSTEM DEVELOPMENT CHARGES

223.297 Policy. The purpose of ORS 223.297 to 223.314 is to provide a uniform framework for the imposition of system development charges by local governments, to provide equitable funding for orderly growth and development in Oregon's communities and to establish that the charges may be used only for capital improvements. [1989 c.449 §1; 1991 c.902 §25; 2003 c.765 §1; 2003 c.802 §17]

Note: 223.297 to 223.314 were added to and made a part of 223.205 to 223.295 by legislative action, but were not added to and made a part of the Bancroft Bonding Act. See section 10, chapter 449, Oregon Laws 1989.

223.299 Definitions for ORS 223.297 to 223.314. As used in ORS 223.297 to 223.314:

(1)(a) "Capital improvement" means facilities or assets used for the following:

(A) Water supply, treatment and distribution;

(B) Waste water collection, transmission, treatment and disposal;

(C) Drainage and flood control;

(D) Transportation; or

(E) Parks and recreation.

(b) "Capital improvement" does not include costs of the operation or routine maintenance of capital improvements.

(2) "Improvement fee" means a fee for costs associated with capital improvements to be constructed.

(3) "Reimbursement fee" means a fee for costs associated with capital improvements already constructed, or under construction when the fee is established, for which the local government determines that capacity exists.

(4)(a) "System development charge" means a reimbursement fee, an improvement fee or a combination thereof assessed or collected at the time of increased usage of a capital improvement or issuance of a development permit, building permit or connection to the capital improvement. "System development charge" includes that portion of a sewer or water system connection charge that is greater than the amount necessary to reimburse the local government for its average cost of inspecting and installing connections with water and sewer facilities.

(b) "System development charge" does not include any fees assessed or collected as part of a local improvement district or a charge in lieu of a local improvement district assessment, or the cost of complying with requirements or conditions imposed upon a land use decision, expedited land division or

limited land use decision. [1989 c.449 §2; 1991 c.817 §29; 1991 c.902 §26; 1995 c.595 §28; 2003 c.765 §2a; 2003 c.802 §18]

Note: See note under 223.297.

223.300 [Repealed by 1975 c.642 §26]

223.301 Certain system development charges and methodologies prohibited. (1) As used in this section, "employer" means any person who contracts to pay remuneration for, and secures the right to direct and control the services of, any person.

(2) A local government may not establish or impose a system development charge that requires an employer to pay a reimbursement fee or an improvement fee based on:

(a) The number of individuals hired by the employer after a specified date; or

(b) A methodology that assumes that costs are necessarily incurred for capital improvements when an employer hires an additional employee.

(3) A methodology set forth in an ordinance or resolution that establishes an improvement fee or a reimbursement fee shall not include or incorporate any method or system under which the payment of the fee or the amount of the fee is determined by the number of employees of an employer without regard to new construction, new development or new use of an existing structure by the employer. [1999 c.1098 §2; 2003 c.802 §19]

Note: See note under 223.297.

223.302 System development charges; use of revenues; review procedures. (1) Local governments are authorized to establish system development charges, but the revenues produced therefrom must be expended only in accordance with ORS 223.297 to 223.314. If a local government expends revenues from system development charges in violation of the limitations described in ORS 223.307, the local government shall replace the misspent amount with moneys derived from sources other than system development charges. Replacement moneys must be deposited in a fund designated for the system development charge revenues not later than one year following a determination that the funds were misspent.

(2) Local governments shall adopt administrative review procedures by which any citizen or other interested person may challenge an expenditure of system development charge revenues. Such procedures shall provide that such a challenge must be filed within two years of the expenditure of the system development charge revenues. The decision of the local government shall be judicially reviewed only as provided in ORS 34.010 to 34.100.

(3)(a) A local government must advise a person who makes a written objection to the calculation of a system development charge of the right to petition for review pursuant to ORS 34.010 to 34.100.

(b) If a local government has adopted an administrative review procedure for objections to the calculation of a system development charge, the local government shall provide adequate notice regarding the procedure for review to a person who makes a written objection to the calculation of a system development charge. [1989 c.449 §3; 1991 c.902 §27; 2001 c.662 §2; 2003 c.765 §3; 2003 c.802 §20]

Note: See note under 223.297.

223.304 Determination of amount of system development charges; methodology; credit allowed against charge; limitation of action contesting methodology for imposing charge; notification request. (1)(a) Reimbursement fees must be established or modified by ordinance or resolution setting

forth a methodology that is, when applicable, based on:

(A) Ratemaking principles employed to finance publicly owned capital improvements;

(B) Prior contributions by existing users;

(C) Gifts or grants from federal or state government or private persons;

(D) The value of unused capacity available to future system users or the cost of the existing facilities; and

(E) Other relevant factors identified by the local government imposing the fee.

(b) The methodology for establishing or modifying a reimbursement fee must:

(A) Promote the objective of future system users contributing no more than an equitable share to the cost of existing facilities.

(B) Be available for public inspection.

(2) Improvement fees must:

(a) Be established or modified by ordinance or resolution setting forth a methodology that is available for public inspection and demonstrates consideration of:

(A) The projected cost of the capital improvements identified in the plan and list adopted pursuant to ORS 223.309 that are needed to increase the capacity of the systems to which the fee is related; and

(B) The need for increased capacity in the system to which the fee is related that will be required to serve the demands placed on the system by future users.

(b) Be calculated to obtain the cost of capital improvements for the projected need for available system capacity for future users.

(3) A local government may establish and impose a system development charge that is a combination of a reimbursement fee and an improvement fee, if the methodology demonstrates that the charge is not based on providing the same system capacity.

(4) The ordinance or resolution that establishes or modifies an improvement fee shall also provide for a credit against such fee for the construction of a qualified public improvement. A "qualified public improvement" means a capital improvement that is required as a condition of development approval, identified in the plan and list adopted pursuant to ORS 223.309 and either:

(a) Not located on or contiguous to property that is the subject of development approval; or

(b) Located in whole or in part on or contiguous to property that is the subject of development approval and required to be built larger or with greater capacity than is necessary for the particular development project to which the improvement fee is related.

(5)(a) The credit provided for in subsection (4) of this section is only for the improvement fee charged for the type of improvement being constructed, and credit for qualified public improvements under subsection (4)(b) of this section may be granted only for the cost of that portion of such improvement that exceeds the local government's minimum standard facility size or capacity needed to serve the particular development project or property. The applicant shall have the burden of demonstrating that a particular improvement qualifies for credit under subsection (4)(b) of this section.

(b) A local government may deny the credit provided for in subsection (4) of this section if the local government demonstrates:

(A) That the application does not meet the requirements of subsection (4) of this section; or

(B) By reference to the list adopted pursuant to ORS 223.309, that the improvement for which credit is sought was not included in the plan and list adopted pursuant to ORS 223.309.

(c) When the construction of a qualified public improvement gives rise to a credit amount greater than the improvement fee that would otherwise be levied against the project receiving development approval, the excess credit may be applied against improvement fees that accrue in subsequent phases of the original development project. This subsection does not prohibit a local government from providing a greater credit, or from establishing a system providing for the transferability of credits, or from providing a credit for a capital improvement not identified in the plan and list adopted pursuant to ORS 223.309, or from providing a share of the cost of such improvement by other means, if a local government so

chooses.

(d) Credits must be used in the time specified in the ordinance but not later than 10 years from the date the credit is given.

(6) Any local government that proposes to establish or modify a system development charge shall maintain a list of persons who have made a written request for notification prior to adoption or amendment of a methodology for any system development charge.

(7)(a) Written notice must be mailed to persons on the list at least 90 days prior to the first hearing to establish or modify a system development charge, and the methodology supporting the system development charge must be available at least 60 days prior to the first hearing. The failure of a person on the list to receive a notice that was mailed does not invalidate the action of the local government. The local government may periodically delete names from the list, but at least 30 days prior to removing a name from the list shall notify the person whose name is to be deleted that a new written request for notification is required if the person wishes to remain on the notification list.

(b) Legal action intended to contest the methodology used for calculating a system development charge may not be filed after 60 days following adoption or modification of the system development charge ordinance or resolution by the local government. A person shall request judicial review of the methodology used for calculating a system development charge only as provided in ORS 34.010 to 34.100.

(8) A change in the amount of a reimbursement fee or an improvement fee is not a modification of the system development charge methodology if the change in amount is based on:

(a) A change in the cost of materials, labor or real property applied to projects or project capacity as set forth on the list adopted pursuant to ORS 223.309; or

(b) The periodic application of one or more specific cost indexes or other periodic data sources. A specific cost index or periodic data source must be:

(A) A relevant measurement of the average change in prices or costs over an identified time period for materials, labor, real property or a combination of the three;

(B) Published by a recognized organization or agency that produces the index or data source for reasons that are independent of the system development charge methodology; and

(C) Incorporated as part of the established methodology or identified and adopted in a separate ordinance, resolution or order. [1989 c.449 §4; 1991 c.902 §28; 1993 c.804 §20; 2001 c.662 §3; 2003 c.765 §§4a,5a; 2003 c.802 §21]

Note: See note under 223.297.

223.305 [Repealed by 1971 c.325 §1]

223.307 Authorized expenditure of system development charges. (1) Reimbursement fees may be spent only on capital improvements associated with the systems for which the fees are assessed including expenditures relating to repayment of indebtedness.

(2) Improvement fees may be spent only on capacity increasing capital improvements, including expenditures relating to repayment of debt for such improvements. An increase in system capacity may be established if a capital improvement increases the level of performance or service provided by existing facilities or provides new facilities. The portion of the improvements funded by improvement fees must be related to the need for increased capacity to provide service for future users.

(3) System development charges may not be expended for costs associated with the construction of administrative office facilities that are more than an incidental part of other capital improvements or for the expenses of the operation or maintenance of the facilities constructed with system development charge revenues.

(4) Any capital improvement being funded wholly or in part with system development charge

revenues must be included in the plan and list adopted by a local government pursuant to ORS 223.309.

(5) Notwithstanding subsections (1) and (2) of this section, system development charge revenues may be expended on the costs of complying with the provisions of ORS 223.297 to 223.314, including the costs of developing system development charge methodologies and providing an annual accounting of system development charge expenditures. [1989 c.449 §5; 1991 c.902 §29; 2003 c.765 §6; 2003 c.802 §22]

Note: See note under 223.297.

223.309 Preparation of plan for capital improvements financed by system development charges; modification. (1) Prior to the establishment of a system development charge by ordinance or resolution, a local government shall prepare a capital improvement plan, public facilities plan, master plan or comparable plan that includes a list of the capital improvements that the local government intends to fund, in whole or in part, with revenues from an improvement fee and the estimated cost, timing and percentage of costs eligible to be funded with revenues from the improvement fee for each improvement.

(2) A local government that has prepared a plan and the list described in subsection (1) of this section may modify the plan and list at any time. If a system development charge will be increased by a proposed modification of the list to include a capacity increasing capital improvement, as described in ORS 223.307 (2):

(a) The local government shall provide, at least 30 days prior to the adoption of the modification, notice of the proposed modification to the persons who have requested written notice under ORS 223.304 (6).

(b) The local government shall hold a public hearing if the local government receives a written request for a hearing on the proposed modification within seven days of the date the proposed modification is scheduled for adoption.

(c) Notwithstanding ORS 294.160, a public hearing is not required if the local government does not receive a written request for a hearing.

(d) The decision of a local government to increase the system development charge by modifying the list may be judicially reviewed only as provided in ORS 34.010 to 34.100. [1989 c.449 §6; 1991 c.902 §30; 2001 c.662 §4; 2003 c.765 §7a; 2003 c.802 §23]

Note: See note under 223.297.

223.310 [Amended by 1957 c.397 §3; repealed by 1971 c.325 §1]

223.311 Deposit of system development charge revenues; annual accounting. (1) System development charge revenues must be deposited in accounts designated for such moneys. The local government shall provide an annual accounting, to be completed by January 1 of each year, for system development charges showing the total amount of system development charge revenues collected for each system and the projects that were funded in the previous fiscal year.

(2) The local government shall include in the annual accounting:

(a) A list of the amount spent on each project funded, in whole or in part, with system development charge revenues; and

(b) The amount of revenue collected by the local government from system development charges and attributed to the costs of complying with the provisions of ORS 223.297 to 223.314, as described in ORS 223.307. [1989 c.449 §7; 1991 c.902 §31; 2001 c.662 §5; 2003 c.765 §8a; 2003 c.802 §24]

Note: See note under 223.297.

223.312 [1957 c.95 §4; repealed by 1971 c.325 §1]

223.313 Application of ORS 223.297 to 223.314. (1) ORS 223.297 to 223.314 shall apply only to system development charges in effect on or after July 1, 1991.

(2) The provisions of ORS 223.297 to 223.314 shall not be applicable if they are construed to impair bond obligations for which system development charges have been pledged or to impair the ability of local governments to issue new bonds or other financing as provided by law for improvements allowed under ORS 223.297 to 223.314. [1989 c.449 §8; 1991 c.902 §32; 2003 c.802 §25]

Note: See note under 223.297.

223.314 Establishment or modification of system development charge not a land use decision. The establishment, modification or implementation of a system development charge, or a plan or list adopted pursuant to ORS 223.309, or any modification of a plan or list, is not a land use decision pursuant to ORS chapters 195 and 197. [1989 c.449 §9; 2001 c.662 §6; 2003 c.765 §9]

Note: See note under 223.297.

223.315 [Repealed by 1971 c.325 §1]

APPORTIONMENT OF GOVERNMENT ASSESSMENTS UPON PARTITION

223.317 Apportionment of special assessment among parcels in subsequent partition of tract. (1) Notwithstanding any other law, a local government may apportion a final assessment levied by it against a single tract or parcel of real property among all the parcels formed from a subsequent partition or other division of that tract or parcel, if the subsequent partition or division is in accordance with ORS 92.010 to 92.192 and is consistent with all applicable comprehensive plans as acknowledged by the Land Conservation and Development Commission under ORS 197.251. The proportionate distribution of a final assessment authorized under this subsection may be made whenever the final assessment remains wholly or partially unpaid, and full payment or an installment payment is not due.

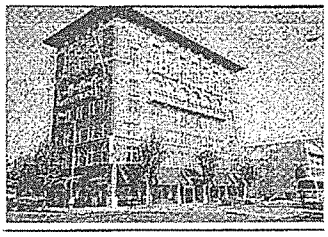
(2) A local government shall apportion a final assessment under this section when requested to do so by any owner, mortgagee or lienholder of a parcel of real property that was formed from the partition or other division of the larger tract of real property against which the final assessment was originally levied. When the deed, mortgage or other instrument evidencing the applicant's ownership or other interest in the parcel has not been recorded by the county clerk of the county in which the parcel is situated, the local government shall not apportion the final assessment unless the applicant files a true copy of that deed, mortgage or instrument with the local government.

(3) Apportionment of a final assessment under this section shall be done in accordance with an order or resolution of the governing body of the local government. The order or resolution shall describe each parcel of real property affected by the apportionment, the amount of the final assessment levied against each parcel, the owner of each parcel and such additional information as is required to keep a permanent and complete record of the final assessments and the payments thereon. A copy of the order or resolution shall be filed with the recorder required to maintain the lien docket for the local government, who shall make any necessary changes or entries in the lien docket for the local government. [Formerly 308.140; 1991 c.902 §33; 2003 c.802 §26]

Note: 223.317 to 223.327 were enacted into law by the Legislative Assembly but were not added to or made a part of ORS chapter 223 or any series therein by legislative action. See Preface to Oregon

Exhibit "G"

THE GHIORSO LAW FIRM



495 State Street, Ste. 500
Salem, OR 97301

Telephone: (503) 362-9866
Facsimile: (503) 362-1158
Email: ghiorsolawfirm@hotmail.com

July 9, 2014

Wallace W. Lien
Wallace W. Lien PC
3265 Liberty Rd S
Salem, OR 97302

RE: SDC Reimbursement Appeal Date Consent

Dear Mr. Lien:

This letter is to confirm my consent to the August 4, 2014 hearing date for the appeal of the determination regarding Mr. Riemenschneider's reimbursement by the City of Stayton.

Regards,

William L. Ghiorso

CC: client

Exhibit "H"

City of Stayton

Planning and Development Department

Mailing address: 362 N. Third Avenue· Stayton, OR 97383
Office location: 311 N. Third Avenue
Phone: (503) 769-2998 · FAX: (503) 767-2134
Email: dfleishman@ci.stayton.or.us
www.staytonoregon.gov

NOTICE OF HEARING BEFORE THE STAYTON CITY COUNCIL

A hearing will be held before the Stayton City Council on Monday, August 4, 2014 at 7:00 pm. The hearing will be held at the Stayton Community Center, 400 W. Virginia Street, Stayton, for the purpose of hearing testimony and rendering a decision regarding an appeal of Robert Riemenschneider of a decision of the Planning and Development Director regarding reimbursement of Transportation System Development Charges in the Santiam Station development.

The City of Stayton had previously determined that certain off-site street improvements constructed as part of the Santiam Station development were qualified public improvements for which transportation system development charges were to be credited. Between 1999 and 2006 the City refunded transportation system development charges paid within the development to the developer to reimburse the developer for the costs of the qualified public improvements. The Planning and Development Director has determined that under the terms of ORS 223.304(5)(d), the City's authority to refund payments to the developer expired after 10 years. In accordance with Stayton Municipal Code Section 13.12.250, an appeal of that decision has been filed.

The hearing will be conducted before the City Council in which any party will be allowed to present evidence and testimony to support the party's position. Any party wishing to have written testimony submitted to the City Council in advance of the hearing must submit that written testimony no later than Friday, July 25.

The hearing will be conducted in accordance with Sections 7.B and 7.C of the Rules of the Stayton City Council. The hearing will be recorded, and minutes of the meeting will be taken and produced in due course. As an administrative process, the rules of evidence do not apply, and the Council will hear all information placed before it and be the final arbiter of its weight. The burden of proof lies with the appellant to prove the decision being appealed is incorrect, and to establish the correct determination.

The hearing will be part of a regular City Council meeting and will be open to the public. Once the information is on the record, the Council will deliberate and will decide the matter. Under the terms of Stayton Municipal Code Section 13.12.250.8, the decision could come immediately after the hearing, or it could come at a later meeting, so long as that meeting is within 15 days of the hearing. Findings may or may not be included in the decision at the discretion of the Council.

Questions regarding the above matter should be directed by phone or letter to Dan Fleishman, City Planner, 362 N. Third Avenue, Stayton, Oregon 97383, (503) 769-2998, or dfleishman@ci.stayton.or.us .

The meeting location is accessible to persons with disabilities. A request for an interpreter for the hearing impaired or for other accommodations for persons with disabilities should be made at least 48 hours prior to the meeting. If you require special accommodations, please contact planning staff at (503) 769-2998.

Exhibit "I"

Notice of a Public Hearing

before the
Stayton City Council

Monday, August 4, 2014
7:00 pm

Stayton Community Center
400 W. Virginia Street
Stayton, OR 97383

PUBLIC HEARING on an appeal of a decision of the Planning and Development Director regarding reimbursement of Transportation System Development Charges in the Santiam Station development.

APPLICANT: Robert Riemenschneider

DECISION CRITERIA: Stayton Municipal Code (SMC) 13.12.245 Credits for System Development Charges and Oregon Revised Statutes 223.304.

The meeting location is accessible to persons with disabilities. A request for an interpreter for the hearing impaired or for other accommodations for persons with disabilities should be made at least 48 hours prior to the meeting. If you require special accommodations, please contact planning staff at (503) 769-2998.

Posted (7/10/2014) – City Hall, Library, Community Center, city website

Exhibit "J"

ORDINANCE NO. 691

AN ORDINANCE AMENDING CHAPTER 13.12 OF THE STAYTON MUNICIPAL CODE RELATIVE TO SYSTEMS DEVELOPMENT CHARGES.

WHEREAS, the 1989 Session of the Oregon Legislature has enacted a new state law relating to System Development Charges; and

WHEREAS, the City of Stayton's System Development Charges used after 1 July 1991 must meet certain requirements incorporated into the state law; and

WHEREAS, the City of Stayton has undertaken a review of its System Development Charges in order to insure its compliance with state law; and

WHEREAS, it is important to the city that costs of growth are equitably and rationally shared by new growth and development activities;

NOW, THEREFORE, the City of Stayton does hereby ordain as follows:

SECTION 1: Section 12 of Title 13, "Systems Development Charge," of the Stayton Municipal Code is hereby amended to read:

SECTIONS

13.12.205	Definitions
13.12.210	Purpose
13.12.215	Scope
13.12.220	System Development Charge Established
13.12.225	Methodology
13.12.230	Compliance with State Law
13.12.235	Collection of Charge
13.12.240	Exemptions
13.12.245	Credits
13.12.250	Appeal Procedures
13.12.255	Prohibited Connection
13.12.260	Enforcement

13.12.205 DEFINITIONS

The following words and phrases, as used in Chapter 13.12 of the Stayton Municipal Code, have the following definitions and meanings:

1. **CAPITAL IMPROVEMENT(S):** Public facilities or assets used for any of the following:

   a. Water supply, treatment, and distribution;

   b. Sanitary sewers, including collection, transmission, and treatment;

   c. Storm sewers, including drainage and flood control;

   d. Transportation, including but not limited to streets, sidewalks, bike lanes and paths, street lights, traffic signs and signals, street trees, public transportation, vehicle parking, and bridges; or

   e. Parks and recreation, including but not limited to mini-neighborhood parks, neighborhood parks, community parks, public open spaces and trail systems, buildings, courts, fields, and other like facilities.

2. **DEVELOPMENT:** As used in sections 13.12.210 through 13.12.245, means constructing or enlarging a building or adding facilities or making a physical change in the use of a structure or land which increases the usage of any capital improvements or which will contribute to the need for additional or enlarged capital improvements.

3. **PUBLIC IMPROVEMENT CHARGE:** A fee for costs associated with capital improvements to be constructed after the effective date of this ordinance. This term shall have the same meaning as the term "improvement fee" as used in ORS 223.297 through 223.314.

4. **QUALIFIED PUBLIC IMPROVEMENTS:** A capital improvement that is required as a condition of development approval and is identified in the plan adopted pursuant to subsection 13.12.230.1. However, it does not include improvements sized or established to meet only the demands created by a development.

5. **REIMBURSEMENT FEE:** A fee for costs associated with capital improvements constructed or under construction on the date the fee is adopted pursuant to section 13.12.220.

6. **SYSTEM DEVELOPMENT CHARGE**: A reimbursement fee, a public improvement charge, or a combination thereof, assessed or collected at any of the times specified in section 13.12.235. It shall not include connection or hook-up fees for sanitary sewers, storm drains, or water lines, since such fees are designed by the city only to reimburse the city for the costs for such connections. Nor shall the System Development Charge include costs for capital improvements which by city policy and state statute are paid for by assessments or fees in lieu of assessments for projects of special benefit to a property.

13.12.210 PURPOSE

The purpose of the System Development Charge (SDC) is to impose an equitable share of the public costs of capital improvements upon those developments that create the need for or increase the demands on capital improvements.

13.12.215 SCOPE

The System Development Charge imposed by Chapter 13.12 of the Stayton Municipal Code is separate from and in addition to any applicable tax, assessment, charge, fee in lieu of assessment, or fee otherwise provided by law or imposed as a condition of development. A Systems Development Charge is to be considered in the nature of a charge for services rendered or facilities made available, or a charge for future services to be rendered or facilities to be made available in the future.

13.12.220 SYSTEMS DEVELOPMENT CHARGE ESTABLISHED

1. Unless otherwise exempted by the provisions of this chapter or other local or state law, a Systems Development Charge is hereby imposed upon all development within the city, and all development outside the boundary of the city that connects to or otherwise uses the sanitary sewer system, storm drainage system, or water system of the city. The city administrator is authorized to make interpretations of this section, subject to appeal to the city council.

2. System Development Charges for each type of capital improvement may be created through application of the methodologies described in section 13.12.225 of this code. The amounts of each System Development Charge shall be adopted initially by council resolution. Changes in the amounts shall be adopted by resolution following a public hearing.

13.12.225 METHODOLOGY

1. The methodology used to establish a reimbursement fee shall consider the cost of then-existing facilities, prior constructions by then-existing users, the value of unused capacity, rate-making principles employed to finance publicly-owned capital improvements, and other relevant factors. The methodology shall promote the objective that future systems users shall contribute an equitable share of the cost of then-existing facilities.

2. The methodology used to establish the public improvement charge shall consider the cost of projected capital improvements needed to increase the capacity of the systems to which the fee is related and shall provide for a credit against the public improvement charge for the construction of any qualified public improvement.

3. The methodology shall also provide for a credit as authorized in subsection 13.12.250.

4. Except when authorized in the methodology adopted under subsection 13.12.225.1, the fees required by this code which are assessed or collected as part of a local improvement district or a charge in lieu of a local improvement district assessment, or the cost of complying with requirements or conditions imposed by a land use decision are separate from and in addition to the Systems Development Charge and shall not be used as a credit against such charge.

5. The methodologies used to establish the Systems Development Charge shall be adopted by resolution of the city council. The specific Systems Development Charge may be adopted and amended concurrent with the establishment or revision of the Systems Development Charge methodology. The city administrator shall review the methodologies established under this section every three (3) years and shall recommend amendments, if and as needed, to the city council for its action.

6. The formulas and calculations used to compute specific System Development Charges are based upon averages and typical conditions. Whenever the impact of individual developments present special or unique situations such that the calculated fee is grossly disproportionate to the actual impact of the development, alternative fee calculations may be approved or required by the city administrator under administrative procedures prescribed by the city council. All data submitted to support alternate calculations under this provision shall be site specific. Major or unique developments may require special analyses to determine alternatives to the standard methodology.

7. When an appeal is filed challenging the methodology adopted by the city council, the city administrator shall prepare a written report and recommendation within twenty (20) working days of receipt for presentation to the council at its next regular meeting. The council shall, by resolution, approve, modify, or reject the report and recommendation of the city administrator, or it may adopt a revised methodology by resolution, if required. Any legal action contesting the city council's decision in the appeal shall be filed within sixth (60) days of the council's decision.

13.12.230 COMPLIANCE WITH STATE LAW

1. The revenues received from the Systems Development Charges shall be budgeted and expended as provided by state law. Such revenues and expenditures shall be accounted for as required by state law. Their reporting shall be included in the city's annual financial report required by ORS Chapter 294.

2. The capital improvement plan required by state law as the basis for expending the public improvement charge component of Systems Development Charge revenues shall be the Stayton Master Utilities Plan and amendments enacted by the Stayton City Council.

13.12.235 COLLECTION OF CHARGE

1. The Systems Development Charge is payable upon, and as a condition of, issuance of:

   a. A building or plumbing permit for a development; or

   b. A permit for a development not requiring the issuance of a building permit; or

   c. A permit or other authorization to connect to the water or sanitary sewer systems.

2. If development is commenced or connection is made to the water system or the sanitary sewer system without an appropriate permit, the Systems Development Charge is immediately payable upon the earliest date that a permit was required, and it will be unlawful for anyone to continue with the construction or use constituting a development until the charge has been paid or payment secured to the satisfaction of the city administrator.

3. Any and all persons causing a development or making application for the needed permit, or otherwise responsible for the development, are jointly and severally obligated to pay the charge, and the city administrator may collect the said charge from any of them. The city administrator or his/her designee shall not issue any permit or allow connections described in subsection 13.12.235.1 until the charge has been paid in full or until an adequate secured arrangement for its payment has been made, within the limits prescribed by resolution of the city council.

4. A Systems Development Charge shall be paid in cash when due, or in lieu thereof the city administrator may accept the delivery of a written agreement to pay if the written agreement is secured by collateral satisfactory to the city administrator or his/her designee. The collateral may consist of mortgage or trust deeds of real property, or an agreement secured by surety bond issued by a corporation licensed by a state law to give such undertakings, or by cash deposit, letter of credit, or other like security acceptable to the city administrator.

5. A person may apply to pay the Systems Development Charge in installments to the extent provided by state law.

13.12.240 EXEMPTIONS

The following developments are exempt from all of the Systems Development Charges imposed in section 13.12.220:

1. Any development for which a water or sewer Systems Development Charge was paid prior to the date of the adoption of this ordinance.

2. City-owned buildings and facilities.

13.12.245 CREDITS

1. When development occurs that gives rise to a Systems Development Charge under section 13.12.220 of this chapter, the Systems Development Charge for the existing use shall be calculated and if it is less than the System Development Charge for the proposed use, the difference between the System Development Charge for the existing use and the System Development Charge for the proposed use shall be the System Development Charge required under section 13.12.220. If the change in use results in the Systems Development Charge for the proposed use being less than the System Development Charge for the existing use, no Systems Development Charge shall be required; however, no refund or credit shall be given.

2. The limitations on the use of credits contained in this subsection shall not apply when credits are otherwise given under Section 13.12.250. A credit shall be given for the cost of a qualified public improvement associated with a development. If a qualified public improvement is located partially on and partially off the parcel of land that is the subject of the approval, the credit shall be given only for the cost of the portion of the improvement not attributable wholly to the development. The credit provided for by this subsection shall be only for the public improvement charge charged for the type of improvement being constructed and shall not exceed the public improvement charge even if the cost of the capital improvement exceeds the applicable public improvement charge.

3. Applying the methodology adopted by resolution, the city administrator shall grant a credit against the public improvement charge, the reimbursement fee, or both, for a capital improvement constructed as part of the development that reduces the development's demand upon existing capital improvements or the need for future capital improvements or that would otherwise have to be provided at city expense under then-existing council policies.

4. In situations where the amount of credit exceeds the amount of the System Development Charge, the excess credit is not transferable to another development.

5. Credit shall not be transferable from one type of capital improvement to another.

13.12.250 APPEAL PROCEDURES

1. As used in this section, "working day" means a day when the general offices of the city are open to transact business with the public.

2. A person aggrieved by a decision required or permitted to be made by the city administrator or his/her designee under section 13.12.205 through 13.12.245 or a person challenging the propriety of an expenditure of Systems Development Charge revenues may appeal the decision or expenditure by filing a written request with the city administrator for consideration by the city council. Such appeal shall describe with particularity the decision or the expenditure from which the person appeals and shall comply with subsection 4. of this section.

3. An appeal of an expenditure must be filed within two (2) years of the date of alleged improper expenditure. Appeals of any other decision must be filed within ten (10) working days of the date of the decision.

4. The appeal shall state:

   a. The name and address of the appellant;

   b. The nature of the determination being appealed;

   c. The reason the determination is incorrect; and

   d. What the correct determination should be.

   An appellant who fails to file such a statement within the time permitted waives his/her objections and his/her appeal shall be dismissed.

5. Unless the appellant and the city agree to a longer period, an appeal shall be heard within thirty (30) days of the receipt of the written appeal. At least ten (10) working days prior to the hearing, the city shall mail notice of the time and location thereof to the appellant.

6. The city council shall hear and determine the appeal on the basis of the appellant's written statement and any additional evidence he/she deems appropriate. At the hearing, the appellant may present testimony and oral argument personally or by counsel. The city may present written or oral testimony at this same hearing. The rules of evidence as used by courts of law do not apply.

7. The appellant shall carry the burden of proving that the determination being appealed is incorrect and what the correct determination should be.

8. The city council shall render its decision within fifteen (15) days after the hearing date and the decision of the council shall be final. The decision shall be in writing, but written findings shall not be made or required unless the council in its discretion elects to make findings for precedential purposes. Any legal action contesting the council's decision on the appeal shall be filed within sixty (60) days of the council's decision.

13.12.255 PROHIBITED CONNECTION

After the effective date of this chapter, no person may connect any premises for service, or cause the same to be connected, to any sanitary sewer or water system of the city unless the appropriate Systems Development Charge has been paid or payment has been secured as provided in this chapter.

13.12.260 ENFORCEMENT

Any service connected to the city water or sewer system after the effective date of this chapter for which the fee due hereunder has not been paid as required or an adequate secured arrangement for its payment has been made is subject to termination of service under the city's utility disconnect policy.

SECTION 2: DECLARATION OF EMERGENCY

It is hereby adjudged and declared that existing conditions are such that this ordinance amending the Stayton Municipal Code sections relating to Systems Development Charges is necessary to serve the public health, safety, welfare, convenience, and environmental amenities of the City of Stayton and the inhabitants thereof, and this ordinance shall be in full force and effect when executed by the mayor.

PASSED BY THE COMMON COUNCIL of the City of Stayton this 3rd day of July, 1991.

SIGNED BY THE MAYOR this 3rd day of July, 1991.

Willmer Van Vleet 7-3-91 7:30 PM
WILLMER VAN VLEET, Mayor Date

ATTEST

David W. Kinney 7-03-91
DAVID W. KINNEY, City Administrator Date

APPROVED AS TO FORM

David A. Rhoten JUL 09 1991
DAVID A. RHOTEN, City Attorney Date

dk:b(7-1-91) /u/usr1/ord/691

Exhibit "K"

RESOLUTION NO. 635

A RESOLUTION ESTABLISHING THE METHODOLOGY AND RATES FOR A TRANSPORTATION SYSTEM DEVELOPMENT CHARGE

WHEREAS, the Stayton City Council developed a transportation master plan dated July 1997, that contains a list of capital improvements needed to meet current and future transportation demands; and,

WHEREAS, ORS 223.297 provides a framework for imposing a transportation systems development charge; and,

WHEREAS, Section (5) of ORS 223.304 provides for a notification and a public hearing of the City of Stayton's intent to impose a transportation systems development charge; and,

WHEREAS, the Stayton City Council has determined that the methodology and rates hereinafter specified and established are just, reasonable and necessary; and,

WHEREAS, the Stayton City Council did prepare methodology and rates dated 15 October 1998 that was published and distributed to interested parties 45 days in advance of a public hearing held at a regular City Council meeting on 16 November 1998; and,

WHEREAS, Section 26 (4) of Chapter 459 of Oregon Laws 1991 requires that a governing body, when adopting a resolution imposing new rates, may include a provision classifying said rates as subject to or not subject to the limitations set in Section 11 (b), Article XI of the Oregon Constitution;

NOW THEREFORE:

BE IT RESOLVED that the transportation system development charges' rates and the methodology for transportation system development charges for the City of Stayton as set forth in Exhibit "A" attached and made a part of this Resolution be and hereby is adopted, establishing the transportation systems development charges and the methodology therefor, effective immediately.

BE IT FURTHER RESOLVED that the Stayton City Council hereby classifies the

charges imposed herein as not being subject to the limitations imposed by Section 11 (b), Article XI of the Oregon Constitution and that the City Recorder is hereby directed to publish notice in accordance with Section 26 (8) of Chapter 459 of Oregon Laws 1991.

APPROVED BY THE STAYTON CITY COUNCIL this 7th day of December 1998.

Date: 12/17/98

By: Stacey A. Graham
STACEY A. GRAHAM, Council President

ATTEST

Date: 12-8-98

By: _____
THOMAS L. BARTHEL, City Administrator

Exhibit "A"

Transportation Systems Development Charge
Stayton, Oregon

Raymond J. Bartlett
Economic & Financial Analysis
1331 SW Broadway
Portland, Oregon 97201

(503)228-3225

October 15, 1998

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CAPITAL IMPROVEMENTS LIST

Table 1 shows the list of capital improvements from the *Stayton Transportation System Plan*, prepared by Kittelson & Associates, July 1997. Table 1 lists each capital improvement by name, type of improvement, estimated cost, funding source, City's SDC share, who benefits, and the SDC eligible amount.

The first two columns are self explanatory. EFA updated the project costs from June 1996 to August 1998. The Transportation Plan used 1996 cost data.

The funding sources are categorized by whom likely will pay for them: the State of Oregon, local improvement districts (LID), Other sources (such as the County), and the City itself. Those projects to be funded by the City are further categorized by beneficiaries of the project: existing development or future development. For example, the sixth project on the list, intersection signalization on Wilco Road will cost about $451,100 of which 100 percent will be the City's responsibility. Since the signal will serve existing traffic (55 percent) and future traffic (45 percent), only 45 percent of the cost is allocated to the SDC, $202,995.

Two other City projects, payment improvements on Ida Street between Wilco Road and Evergreen, and between 1st Avenue and 7th Avenue benefit only existing development. None of these costs are allocated to the SDC. The cost allocations among the other SDC-qualified projects are between 10 percent and 80 percent of total project costs. These cost allocations are based on consideration of and number of developed and vacant acres served by the roadway and on zoning and housing densities.

The SDC eligible project costs amounts to $13,821,025 or about 25 percent of the total cost of all planned projects, $55,342,100.

Table 1: Transportation Capital Improvements List and Cost Allocation

Project Name	Project Imprvmt.	1996 $'s	1998 $'s	Funding Sources: State	Federal	LID	Other	City	City SDC Share	Who Benefits: Existing	Future	SDC Eligible
Cascade Hwy/Hwy 22 Ramps	Intersection Signalization	580,000	608,400	x								
1st Ave. - Regis St. to Shaff Road	Pavement Rcnst./Rehab.	600,000	629,400					x	100%	55%	45%	283,230
1st Ave. - Santiam Bridge to Water St.	Pavement Rcnst./Rehab.	200,000	209,800				x	x	38%	0%	100%	75,000
1st Ave. - Washington St. to Regis	Intersection Signalization	430,000	451,100	Cmplt d								
Washington St. 1st Ave.	Intersection Improvement	425,000	445,800					x	100%	55%	45%	75,000
Wilco Road - Golf Club Road/Shaff Road	Intersection Signalization	430,000	451,100					x	100%	55%	45%	202,995
Virginia St. - 1st Ave. to 7th Ave.	Pavement Rcnst./Rehab.	270,000	283,200			x						
Burnett St. - 1st Ave. to 7th Ave.	Pavement Rcnst./Rehab.	270,000	283,200			x						
5th Ave. - Salem Ditch to Washington St.	Pavement Rcnst./Rehab.	175,000	183,600			x						
4th Ave. - Washington St. to Hollister St.	Pavement Rcnst./Rehab.	210,000	220,300			x						
Scenic View Drive - Santiam St. to South of Pine St.	Pavement Rcnst./Rehab.	95,000	99,700			x						
Cherry Ave. - Ida St. to High St.	Pavement Rcnst./Rehab.	40,000	42,000			x						
Birch Ave. - Ida St. to High St.	Pavement Rcnst./Rehab.	40,000	42,000			x						
Alder Ave. - Ida St. to High St.	Pavement Rcnst./Rehab.	40,000	42,000			x						
Evergreen Ave. - Water St. to Ida St.	Pavement Rcnst./Rehab.	75,000	78,700			x						
High St. - Cherry Ave. to 1st Ave.	Pavement Rcnst./Rehab.	135,000	141,600			x						
Washington St.	Pedestrian Bicycle Imprvmt.	1,111,000	1,165,500					x	100%	65%	35%	407,925
Shaff Road/Fern Ridge Road - Wilco Road to Hwy 22	Street Widening	3,880,000	4,070,300					x	100%	0%	100%	4,070,300
Hollister St. - 1st Ave. to 3rd Ave.	Street Widening	125,000	131,100					x	100%	50%	50%	65,550
Ida St.	Pedestrian Bicycle Imprvmt.	495,000	519,300					x	100%	90%	10%	51,930
Ida St. - Wilco Road to Evergreen Ave.	Pavement Imprvmt.	470,000	493,000					x	0%			0
Ida St. - 1st Ave. to 7th Ave.	Pavement Imprvmt.	125,000	131,100					x	0%			0
Marion St. - 1st Ave. to 3rd Ave.	Pavement Imprvmt.	190,000	199,300			x						
Fir St. - 1st Ave. to 3rd Ave.	Pavement Imprvmt.	65,000	68,200			x						
2nd Ave. - Water St. to Washington St.	Pavement Imprvmt.	205,000	215,100			x						
2nd Ave. - Hollister St. to Cedar St.	Pavement Imprvmt.	90,000	94,400					x	100%	75%	25%	23,600
Santiam St.	Pedestrian Bicycle Imprvmt.	950,000	996,600					x	100%	20%	80%	797,280
Wilco Road - Golf Club Road widening to three lanes	Capacity Imprvmt.s	5,605,000	5,879,800					x	100%	55%	45%	2,663,805
1st Ave./Ida St.	Intersection Signalization	425,000	445,800					x	100%	55%	45%	201,967
3rd Ave./Washington St.	Intersection Signalization	425,000	445,800					x	100%	35%	65%	289,770
Wilco Road - Ida St./Washington St.	Intersection Improvement	425,000	445,800					x	100%	55%	45%	201,967

Project Name	Project Imprvmt.	1996 $'s	1998 $'s	Funding Sources: State	Federal	LID	Other	City	SDC Share	Who Benefits: Existing	Future	SDC Eligible

1st Av[illegible] .llister St.	Intersection Signalization	[illegible],000	304,200					x	100%	20%	80%	2[illegible]60
1st Ave./Locust St.	Intersection Signalization	285,000	299,000			x						
10th Ave. - Santiam St. to Fern Ridge Road	Street Widening	1,765,000	1,851,500			x						
Cedar St. - West Scenic Drive to East Scenic Drive	Pavement Imprvmt.	75,000	78,700			x						
Elwood St. - 3rd Ave. to 6th Ave.	Pavement Imprvmt.	100,000	104,900			x						
Maple St. - West of Evergreen Ave. to Evergreen Ave.	Pavement Imprvmt.	55,000	57,700			x						
Myrtle Ave. - Ida St. to Washington St.	Pavement Imprvmt.	85,000	89,200			x						
Fern Ave. - Ida St. to High St.	Pavement Imprvmt.	25,000	26,200			x						
Water St. - 1st Ave. to 3rd Ave.	Pavement Imprvmt.	65,000	68,200			x						
6th Ave. - Marion St. to Washington St.	Pavement Imprvmt.	90,000	94,400			x						
Jefferson St. - 10th Ave. to Santiam St.	Roadway Widening & Extnsn.	465,000	487,800					x	100%	55%	45%	220,995
Pathways: Salem Ditch/N. Santiam River/Stayton Ditch	Off-Street Pathways	4,860,000	5,098,300					x	100%	55%	45%	2,309,752
Added Paratransit Service	Transit Service	975,000	1,022,800	x								
Intercity Bus Service	Transit Service	878,000	921,100	x								
Added Paratransit Service	Transit Service	1,725,000	1,809,600	x								
Intercity Bus Service	Transit Service	1,456,000	1,527,400	x								
Regis St. - 3rd Ave. to 6th Ave.	Paving Unimproved Roadways	275,000	288,500			x						
High St. - Gardner Ave. to Evergreen Ave.	Paving Unimproved Roadways	405,000	424,900			x						
Robidoux St. - 6th Ave. to Hollister St.	Paving Unimproved Roadways	275,000	288,500			x						
Jefferson St. - 15th Ave. to East of 15th Ave.	Paving Unimproved Roadways	340,000	356,700			x						
Water St. - Evergreen Ave. to West of Evergreen Ave.	Paving Unimproved Roadways	155,000	162,600			x						
Darby St. - Fern Ave. to East of Fern Ave.	Paving Unimproved Roadways	105,000	110,100			x						
Fern Ave. - Darby St. to Locust St.	Paving Unimproved Roadways	95,000	99,700			x						
Water St. - West of Holly Ave. to East of Holly Ave.	Paving Unimproved Roadways	95,000	99,700			x						
King Ave. - Ida St. to South of Ida St.	Paving Unimproved Roadways	110,000	115,400			x						
5th Ave. - Robidous St. to Hollister St.	Paving Unimproved Roadways	95,000	99,700			x						
Cascade Highway	Street Widening	1,130,000	1,185,400				x					
Virginia St. - 9th Ave. to 10th Ave.	Local Street Extensions	110,000	115,400					x	100%	0%	100%	115,400
6th Ave. - Regis St. to Kathy St.	Local Street Extensions	130,000	136,400					x	100%	0%	100%	136,400
10th Ave. - Jefferson St. to Virginia St.	Local Street Extensions	350,000	367,200					x	100%	0%	100%	367,200
15th Ave. - Jefferson St. to Santiam	Local Street Extensions	220,000	230,800					x	100%	0%	100%	230,800
Highland Drive - North of Pine St. to Fern Ridge Road	Local Street Extensions	750,000	786,800					x	100%	0%	100%	786,800
Development Related Collector Roadways	Additional Collector Roadways	16,320,000	17,120,300			x						
	Totals	$52,755,000	$55,342,100									13,821,025

Note: From June 1996 through August 1998, the construction cost index increased 4.90%

TRIP GENERATION RATES AND SDC

Table 2 shows the amount of existing and future traffic volumes in the City. The traffic counts are based on the afternoon (between 5 p.m. and 6 p.m.) peak hour of traffic (the number of PM Peak-Hour Trips).

Table 2: PM Peak-Hour Trips in 1996 and 2017

	1996	2017	New Trips	% Change
Trips within Stayton	1,274	3,547	2,273	178%
Trip origins or destinations outside Stayton	2,387	3,293	906	38%
Trips passing through Stayton	1,964	3,852	1,888	96%
Total Trips	5,625	10,692	5,067	90%

The number of peak-hour trips was used in the Transportation Plan to determine the number, size, and location of roadway improvements shown in Table 1. The number of PM Peak-Hour Trips will increase by 5,067 between 1997 and 2017. EFA uses this figure to calculate the SDC per PM Peak Hour Trip in Table 3.

SDC IMPLEMENTATION

Table 3 shows the total SDC eligible project costs divided by the increase in new trips. This cost represents the cost a new development that adds one new peak hour trip to the roadways. To apply this methodology, the City will have to determine how many PM peak hour trips a particular development will add to the roadways. As its primary guide, the City will use the *Trip Generation Manual* published by ITE to determine the number of trips.

Table 3: Calculation of SDC per PM Peak-Hour Trip

SDC Qualified Public Improvements, 1998's	$13,821,025
Total New PM Peak-Hour Trips	5,067
SDC/PM Peak-Hour Trip	$2,728

For a single family house the average number of PM peak-hour trips is about 1.01, therefore the SDC is $2,755 ($2,728/PM peak-hour trip x 1.01 PM peak hour trip). The SDC for a service station that produces 20 PM peak-hour trips would be $54,560 ($2,728/PM peak hour trip x 20 PM peak hour trip).

CREDIT POLICY

The Oregon SDC law requires the City to grant a credit against the transportation SDC if a particular development makes improvements to the roadway system and if the improvement meets three conditions:

First, the improvement must be on the list of capital improvements (Table 1) and identified as an SDC eligible project. If a project proposed for credit by a developer is not on the list then the project does NOT qualify for a credit. The City Council may amend the list of capital improvements by resolution.

Second, the city must require the public improvement to be built as a condition of development approval. That is, the city must specifically state to the developer (preferably in writing) that unless the developer builds the improvement, the city will deny the proposed development permits to build.

Third, the public improvement (or portions of it) must either be off-site of the proposed development, or on-site but with excess capacity. For example, a 4-lane arterial that cuts through the middle of the proposed development would be designed to carry the trips generated by it plus future developments that may occur later. That portion that serves future, off-site developments can be credited against the SDC.

Also, the law states, "When the construction of a qualified public improvement gives rise to a credit amount greater than the improvement fee . . . , the excess credit may be applied against improvement fees that accrue in subsequent phases of the original development." The City will allow this transfer of excess credit amounts.

The law goes on to allow for the transfer of credits to other developments and to give credit for projects not on the list of capital improvements. The City will not allow the transfer either of the credits among different developments or for projects not on the list of capital improvements.

Exhibit "L"

ORDINANCE NO. 843

AN ORDINANCE AMENDING STAYTON MUNICIPAL CODE (SMC) TITLE 13., "MASTER UTILITIES PLAN" CHAPTER 13.12, "SYSTEM DEVELOPMENT CHARGE" SECTION 13.12.240 "EXEMPTIONS".

WHEREAS, the Stayton Municipal Code (SMC) Title 13.12.240 provides a system development charge (SDC) exemption for City owned buildings and facilities;

WHEREAS, on July 24, 2002, the Stayton City Council conducted a work session to discuss with consultant Ray Bartlett, Economic & Financial Analysit, SDC exemptions in order to evaluate a motion on the table to exempt K-12 schools retroactive to January 1, 2002;

WHEREAS, at the conclusion the Stayton City Council SDC work session on July 24, 2002, staff was directed to explore the elimination of the SDC exemption for City owned buildings and facilities; and

WHEREAS, at the Stayton City Council meeting on August 5, 2002, staff was directed to begin the process of amending SMC Title 13.12.240 to remove City owned buildings and facilities from the SDC exemption list.

NOW, THEREFORE, the Stayton City Council does ordain as follows:

SECTION 1. Stayton Municipal Code Title 13 Chapter 12 Section 240 is hereby amended to read:

> The following developments are exempt from all of the system development charges imposed in section 13.12.220:
>
> 1. Any development for which a water or sewer systems development charge was paid prior to the date of the adoption of this ordinance.

ADOPTED BY THE STAYTON CITY COUNCIL this 3rd day of September, 2002.

CITY OF STAYTON

Signed: 9-4-, 2002

By: Marilee Mack

Marilee Mack, Council President

Signed: 9/4, 2002

ATTEST: _____
Chris Childs, City Administrator

APPROVED AS TO FORM:

_____
David A. Rhoten, City Attorney

CITY OF STAYTON

MEMORANDUM

TO: **Mayor A. Scott Vigil and the Stayton City Council**

FROM: **Keith Campbell, City Administrator**

DATE: **August 4th, 2014**

SUBJECT: **Street Condition Report**

ISSUE

This City has worked to identify the current pavement condition of our streets. With this data we plan to establish a street maintenance priority list, work to maximize our budgetary dollars dedicated to the care and upkeep of our roads. As well as, create sound policy decisions addressing the care and upkeep of our streets in the future.

ENCLOSURE(S)

1. A copy of the Pavement Surface Evaluation and Rating Guidelines that were utilized by City Staff in preparing the data that is presented in this report.
2. Raw data of the collection of PASER street segments.

BACKGROUND INFORMATION

In April, the City began a comprehensive plan to gather data regarding the types of roads, improvements, and street types within the city limits for which the City is responsible for maintaining. City staff utilized data from our Graphic Information System (GIS) to break down our street system into 471 segments of City-maintained streets, not including rights of way segments without any street development. Typically, each segment represents one block, but blocks may be split into more than one segment if there are different characteristics, such as number of lanes or lack of curb. City Staff members utilized these segments to gather data to allow for a complete snapshot of our City-maintained streets.

City-maintained streets either are paved or gravel.

Road Type	Total Length Feet (Miles)		Percentage of Total
All Roads	175,697	(33.28)	100%
Paved Roads	170, 693	(32.32)	97.2%
Gravel Roads	5,034	(0.95)	2.8%

Paved streets are either fully improved (curb and gutter on both sides), partially improved (only one curb and gutter) or unimproved (paving, but no curb or gutter).

Street Improvements	No. of Segments	Percent of Segments	Total Length Feet (Miles)	Percent of Total
Unimproved	65	14%	20,424 (3.87)	12%
Partially Improved	45	9%	16,555 (3.14)	9%
Fully Improved	361	77%	138,717 (26.27)	79%

The Stayton Transportation System Plan assigns a functional classification to the streets within the City, in conjunction with Marion County and ODOT. The streets that the City maintains fall into three functional classes which are minor arterial, major collector, and local streets.

Street Type	No. of Segments	Percent of Segments	Total Length Feet (Miles)	Percent of Total
Major Arterial	42	9%	18,992 (3.60)	11%
Minor Arterial	12	3%	5,762 (1.09)	3%
Local Street	417	89%	150,943 (28.59)	86%

To identify a system to grade City-maintained streets, the City adopted the **PA**vement **S**urface **E**valuation and **R**ating (PASER) system to rate each street segment inside the Stayton City limits. PASER is a surface condition guide that describes and provides a simple, effective, efficient, and repeatable system to rate the condition of pavement. PASER is a visual inspection system that utilizes the expertise of the rater to identify the quality of pavement surface condition and repair work that needs to be completed on the pavement. The City sent out two employees to individually and independently rate each street segment based off the criteria set for in the PASER Scale. The PASER scale is 1-10, with 10 being the best and 1 the worst.

Surface Rating	Visible distress (Condensed Version)	General Condition/ treatment measures
10 Excellent	None	New
9 Excellent	None	Like New
8 Very Good	No longitudinal cracks except reflection of paving joints. Occasional transverse cracks widely dispersed.	No maintenance required
7 Good	Very slight or no raveling. Surface wear. Longitudinal and transverse cracks (1/4 inch) little or slight crack raveling.	First signs of aging Crack Seal
6 Good	Slight raveling and traffic wear. Block cracking. In good condition.	Signs of aging Preservation Treatment

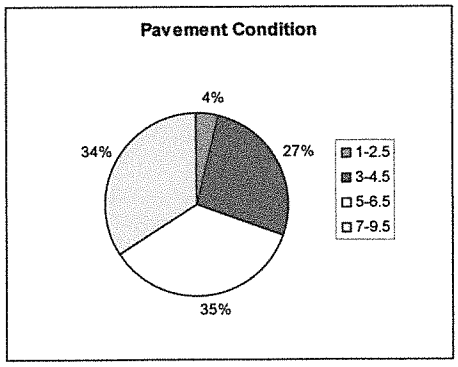
5 Fair	Moderate to sever raveling. Longitudinal cracks. Block cracking up to 50%	Surface aging Preservation Treatment
4 Fair	Severe surface raveling. Multiple longitudinal and transverse cracking. Block cracking over 50%. Slight rutting or distortions.	Significant aging Overlay
3 Poor	Alligator cracking (up to 25% of surface). Severe block cracking. Moderate rutting or distortions.	Noticeable determination Overlay or Mill and Overlay
2 Very Poor	Alligator cracking (over 25% of surface) Sever distortions. Potholes.	Severe determination Reconstruction
1 Failure	Sever distress with extensive loss of surface integrity.	Failed Total Reconstruction

- **Longitudinal Cracks** are parallel to the pavement's center line or laydown direction.
- **Transverse Cracks** extend across the pavement at approximately right angles to the pavement's center line/direction of laydown.
- **Raveling** is the separation of the aggregate particles from the pavement surface.
- **Alligator Cracking** is characterized by interconnecting or interlaced cracking in the asphalt layer.

Stayton has an advantage over other communities because of the surface layer over which pavement is laid. This layer is a naturally solid base foundation with good drainage that allows for a longer lifespan and lower costs in terms of reconstruction of the base layer, which supports the pavement and prevents rutting or distortion. In essence our roads can deteriorate and score lower on the visual PASER scale, yet remain at a higher drivability score because we don't see potholes or degradation in the smoothness of the surface.

After the completion of the PASER review, the City determined the following categorized breakdown on the current condition of our City-maintained streets.

Pavement Condition	No. of Segments	Percent of Segments	Total Length Feet (Miles)	Percent of Total
1-2 (Very Poor)	41	9%	11,398 (2.16)	4%
3-4 (Poor-Fair)	139	31%	45,740 (8.66)	27%
5-6 (Fair-Good)	150	33%	60,086 (11.38)	35%
7-8 (Good-Very Good)	129	27%	54,051 (16.24)	31%
9-10 (Excellent)	12	3%	4,422 (.84)	3%



Based on all data, the Average Pavement Score for the entire City is 5.9.

FISCAL IMPACT:
The fiscal impact will be related to a question of the policy and priorities the City wants to set in terms of the conditions of our streets.

- How do we prioritize projects?
- What policy or procedure should we have for gravel roads?
- What policy or procedure should we have for uncompleted or partial completed improvements?
- Should we have an objective or policy for an average road condition for the entire city?

STAFF RECOMENDATION

At a future meeting, staff will bring forth various recommendations to the Council to set future priorities for pavement management. The purpose of this report is to get an understanding of where we are, and to understand the challenges that we are facing. The next step is to determine how we are going to use this data to plan and prioritize for the future, as well as how to spend and utilize our resources in a clear and thoughtful manner with both a short-term and long-term plans and goals.

PASER Manual

Asphalt Roads

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- Rating 3 – Poor 22
- Rating 2 – Very Poor 23
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Practical advice on rating roads 26

This manual is intended to assist local officials in understanding and rating the surface condition of asphalt pavement. It describes types of defects and provides a simple system to visually rate pavement condition. The rating procedure can be used as condition data for the Wisconsin DOT local road inventory and as part of a computerized pavement management system like PASERWARE.

The PASER system described here and in other T.I.C. publications is based in part on a roadway management system originally developed by Phil Scherer, transportation planner, Northwest Wisconsin Regional Planning Commission.

Produced by the T.I.C. with support from the Federal Highway Administration, the Wisconsin Department of Transportation, and the University of Wisconsin-Extension. The T.I.C., part of the nationwide Local Technical Assistance Program (LTAP), is a Center of the College

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Pavement Surface Evaluation and Rating

PASER Manual

Asphalt Roads

Donald Walker, T.I.C. Director, *author*
Lynn Entine, Entine & Associates, *editor*
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Transportation Information Center
University of Wisconsin–Madison

Pavement Surface Evaluation and Rating

Asphalt PASER Manual

A local highway agency's major goal is to use public funds to provide a comfortable, safe and economical road surface—no simple task. It requires balancing priorities and making difficult decisions in order to manage pavements. Local rural and small city pavements are often managed informally, based on the staff's judgment and experience. While this process is both important and functional, using a slightly more formalized technique can make it easier to manage pavements effectively.

Experience has shown that there are three especially useful steps in managing local roads:

1. Inventory all local roads and streets.
2. Periodically evaluate the condition of all pavements.
3. Use the condition evaluations to set priorities for projects and select alternative treatments.

A comprehensive pavement management system involves collecting data and assessing several road characteristics: roughness (ride), surface distress (condition), surface skid characteristics, and structure (pavement strength and deflection). Planners can combine this condition data with economic analysis to develop short-range and long-range plans for a variety of budget levels. However, many local agencies lack the resources for such a full-scale system.

Since surface condition is the most vital element in any pavement management system, local agencies can use the simplified rating system presented in this *Asphalt PASER Manual* to evaluate their roads. The PASER ratings combined with other inventory data (width, length, shoulder, pavement type, etc.) from the WisDOT local roads inventory (WISLR) can be very helpful in planning future budgets and priorities.

WISLR inventory information and PASER ratings can be used in a computerized pavement management system, PASERWARE, developed by the T.I.C and WisDOT. Local officials can use PASERWARE to evaluate whether their annual road budgets are adequate to maintain or improve current road conditions and to select the most cost-effective strategies and priorities for annual projects.

PASER Manuals for gravel, concrete, and other road surfaces, with compatible rating systems are also available (page 29). Together they make a comprehensive condition rating method for all road types. PASER ratings are accepted for WISLR condition data.

Asphalt pavement distress

PASER uses visual inspection to evaluate pavement surface conditions. The key to a useful evaluation is identifying different types of pavement distress and linking them to a cause. Understanding the cause for current conditions is extremely important in selecting an appropriate maintenance or rehabilitation technique.

There are four major categories of common asphalt pavement surface distress:

Surface defects
Raveling, flushing, polishing.

Surface deformation
Rutting, distortion—rippling and shoving, settling, frost heave.

Cracks
Transverse, reflection, slippage, longitudinal, block, and alligator cracks.

Patches and potholes

Deterioration has two general causes: environmental due to weathering and aging, and structural caused by repeated traffic loadings.

Obviously, most pavement deterioration results from both environmental and structural causes. However, it is important to try to distinguish between the two in order to select the most effective rehabilitation techniques.

The rate at which pavement deteriorates depends on its environment, traffic loading conditions, original construction quality, and interim maintenance procedures. Poor quality materials or poor construction procedures can significantly reduce the life of a pavement. As a result, two pavements constructed at the same time may have significantly different lives, or certain portions of a pavement may deteriorate more rapidly than others. On the other hand, timely and effective maintenance can extend a pavement's life. Crack sealing and seal coating can reduce the effect of moisture in aging of asphalt pavement.

With all of these variables, it is easy to see why pavements deteriorate at various rates and why we find them in various stages of disrepair. Recognizing defects and understanding their causes helps us rate pavement condition and select cost-effective repairs. The pavement defects shown on the following pages provide a background for this process.

Periodic inspection is necessary to provide current and useful evaluation data. It is recommended that PASER ratings be updated every two years, and an annual update is even better.

SURFACE DEFECTS

Raveling

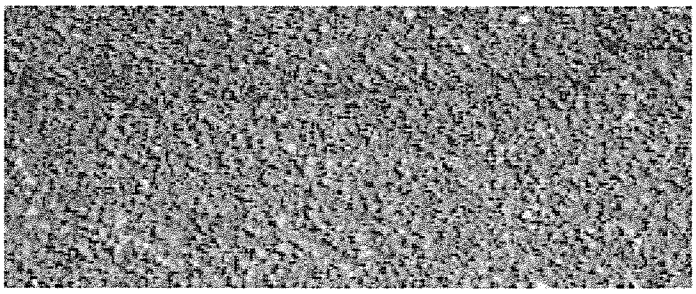
Raveling is progressive loss of pavement material from the surface downward, caused by: stripping of the bituminous film from the aggregate, asphalt hardening due to aging, poor compaction especially in cold weather construction, or insufficient asphalt content. Slight to moderate raveling has loss of fines. Severe raveling has loss of coarse aggregate. Raveling in the wheelpaths can be accelerated by traffic. Protect pavement surfaces from the environment with a sealcoat or a thin overlay if additional strength is required.

Flushing

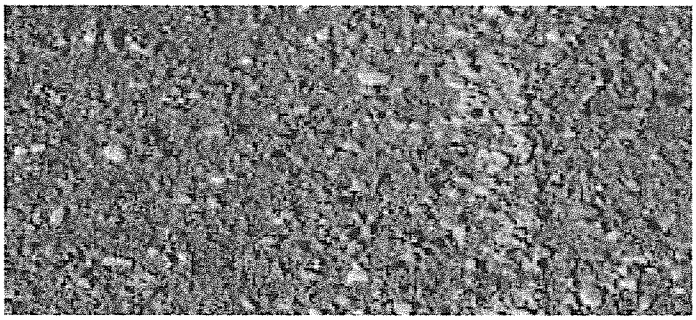
Flushing is excess asphalt on the surface caused by a poor initial asphalt mix design or by paving or sealcoating over a flushed surface. Repair by blotting with sand or by overlaying with properly designed asphalt mix.

Polishing

Polishing is a smooth slippery surface caused by traffic wearing off sharp edges of aggregates. Repair with sealcoat or thin bituminous overlay using skid-resistant aggregate.



◄ **Slight raveling. Small aggregate particles have worn away exposing tops of large aggregate.**

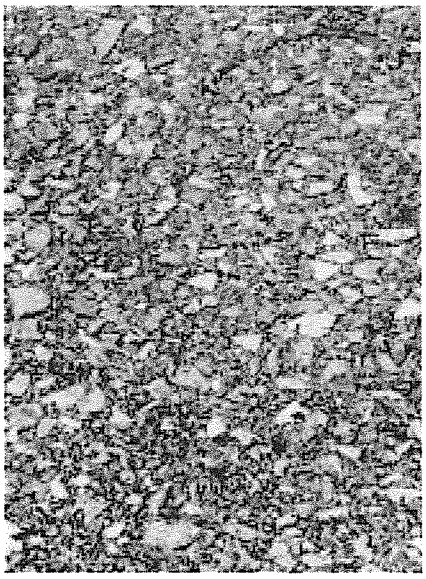


◄ **Moderate to severe raveling. Erosion further exposes large aggregate.**

◄ **Severe raveling and loss of surface material.**

Polished, worn aggregate needs repair. ▼

► **Flushing. Dark patches show where asphalt has worked to surface.**

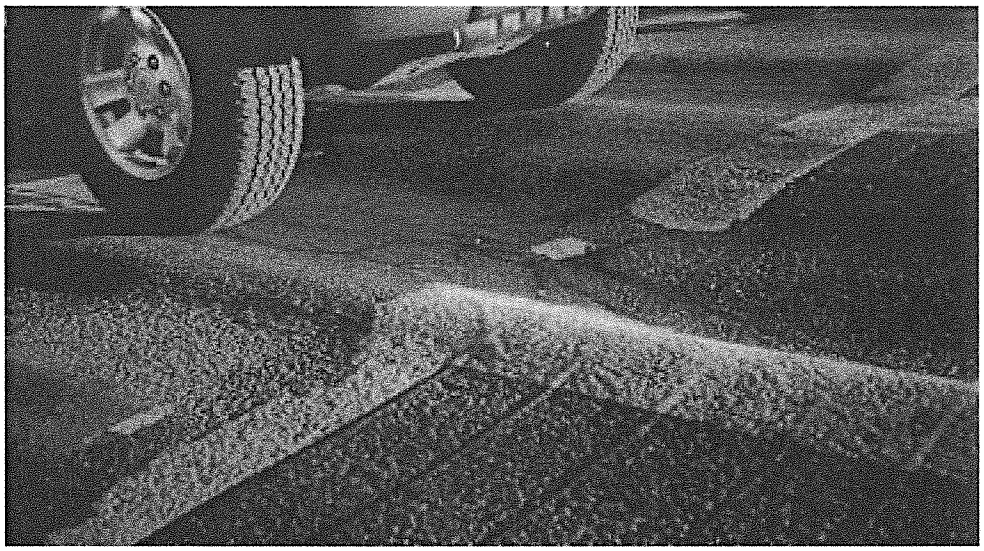


SURFACE DEFORMATION

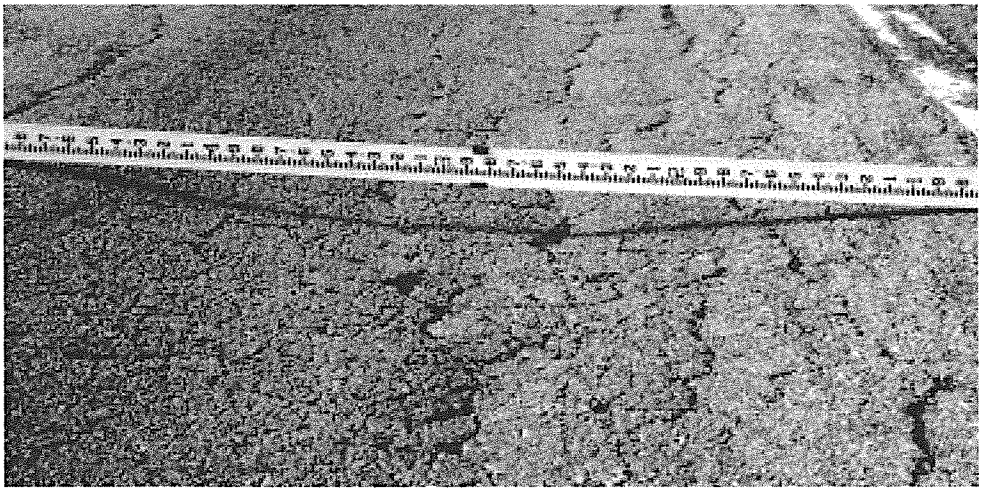
Rutting

Rutting is displacement of material, creating channels in wheelpaths. It is caused by traffic compaction or displacement of unstable material. Severe rutting (over 2") may be caused by base or subgrade consolidation. Repair minor rutting with overlays. Severe rutting requires milling the old surface or reconstructing the roadbed before resurfacing.

◄ **Even slight rutting is evident after a rain.**



◄ **Severe rutting over 2" caused by poor mix design.**



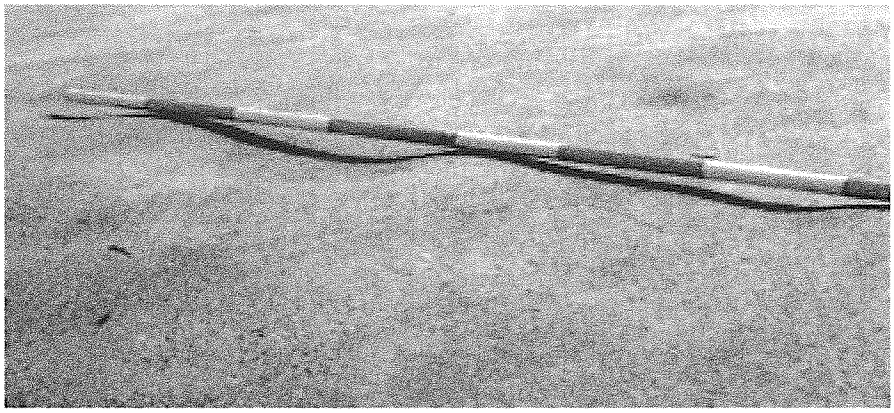
◄ **Severe rutting caused by poor base or subgrade.**

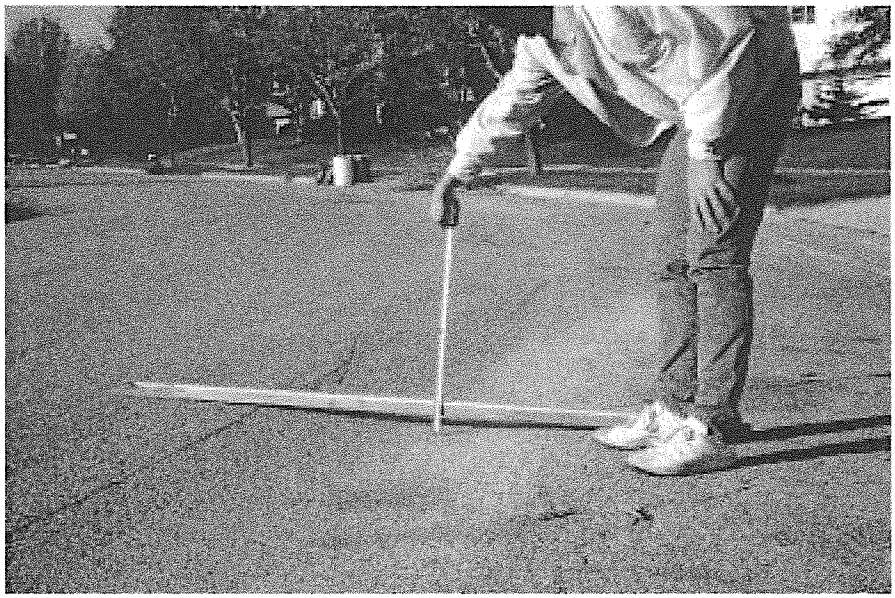
Distortion

Shoving or rippling is surfacing material displaced crossways to the direction of traffic. It can develop into washboarding when the asphalt mixture is unstable because of poor quality aggregate or improper mix design. Repair by milling smooth and overlaying with stable asphalt mix.

Other pavement distortions may be caused by settling, frost heave, etc. Patching may provide temporary repair. Permanent correction usually involves removal of unsuitable subgrade material and reconstruction.

▼ **Heavy traffic has shoved pavement into washboard ripples and bumps.**

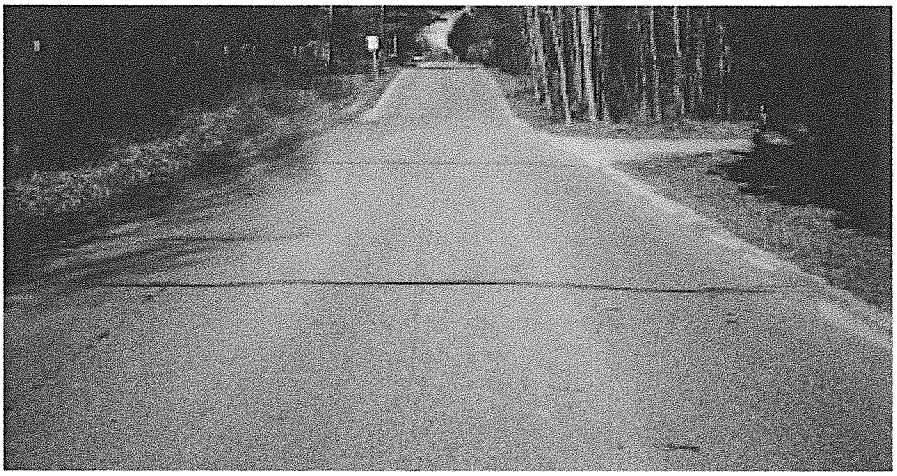




▶ **Severe settling from utility trench.**

▶ **Frost heave damage from spring break-up.**

▼ **Widely spaced, well-sealed cracks.**



CRACKS

Transverse cracks

A crack at approximately right angles to the center line is a transverse crack. They are often regularly spaced. The cause is movement due to temperature changes and hardening of the asphalt with aging.

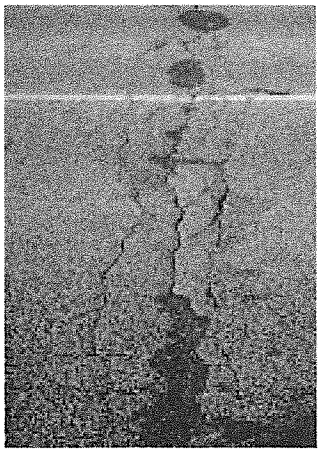
Transverse cracks will initially be widely spaced (over 50'). Additional cracking will occur with aging until they are closely spaced (within several feet). These usually begin as hairline or very narrow cracks; with aging they widen. If not properly sealed and maintained, secondary or multiple cracks develop parallel to the initial crack. The crack edges can further deteriorate by raveling and eroding the adjacent pavement.

Prevent water intrusion and damage by sealing cracks which are more than ¼" wide.

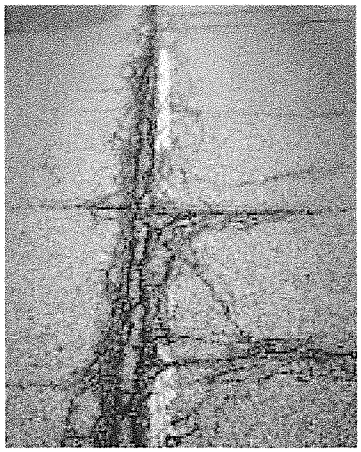
◄ **Sealed cracks, a few feet apart.**

▲ **Tight cracks less than ¼" in width.**

▲ **Open crack – ½" or more in width.**



▲ **Water enters unsealed cracks softening pavement and causing secondary cracks.**



▲ **Pavement ravels and erodes along open cracks causing deterioration.**

Reflection cracks

Cracks in overlays reflect the crack pattern in the pavement underneath. They are difficult to prevent and correct. Thick overlays or reconstruction is usually required.

Concrete joints reflected through bituminous overlay.

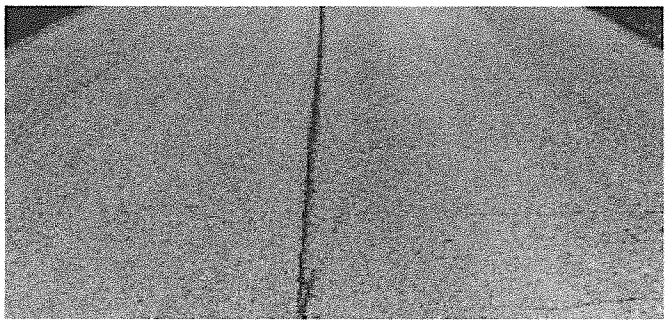
Slippage cracks

Crescent or rounded cracks in the direction of traffic, caused by slippage between an overlay and an underlying pavement. Slippage is most likely to occur at intersections where traffic is stopping and starting. Repair by removing the top surface and resurfacing using a tack coat.

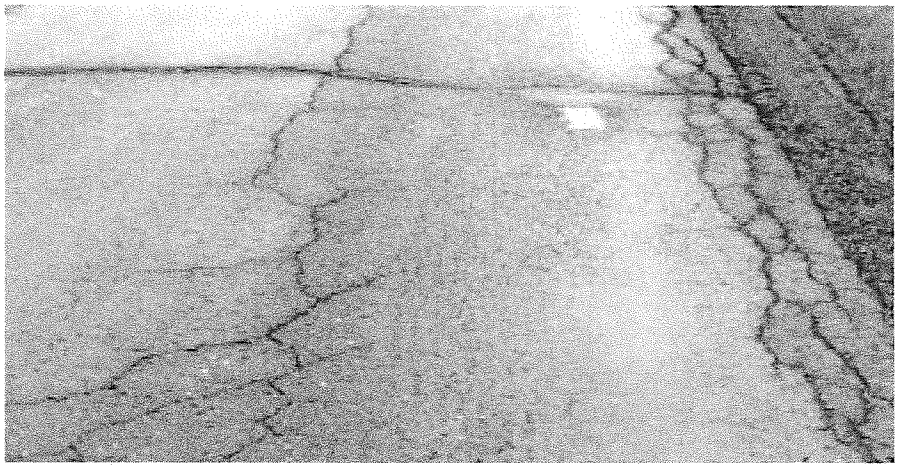
Crescent-shaped cracks characteristic of slippage.

Loss of bond between pavement layers allows traffic to break loose pieces of surface.

Centerline crack (still tight). ►



Edge cracking from weakened subbase and traffic loads. ▼



Longitudinal cracks

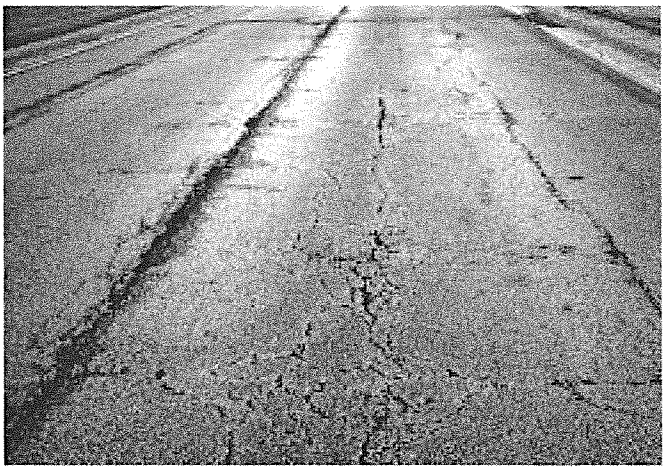
Cracks running in the direction of traffic are longitudinal cracks. Center line or lane cracks are caused by inadequate bonding during construction or reflect cracks in underlying pavement. Longitudinal cracks in the wheel path indicate fatigue failure from heavy vehicle loads. Cracks within one foot of the edge are caused by insufficient shoulder support, poor drainage, or frost action. Cracks usually start as hairline or vary narrow and widen and erode with age. Without crack filling, they can ravel, develop multiple cracks, and become wide enough to require patching.

Filling and sealing cracks will reduce moisture penetration and prevent further subgrade weakening. Multiple longitudinal cracks in the wheel path or pavement edge indicate a need for strengthening with an overlay or reconstruction.

► First stage of wheelpath cracking caused by heavy traffic loads.

Load-related cracks in wheel path plus centerline cracking. ▼

Multiple open cracks at center line, wheelpaths and lane center. ▼



Block cracks

Block cracking is interconnected cracks forming large blocks. Cracks usually intersect at nearly right angles. Blocks may range from one foot to approximately 10′ or more across. The closer spacing indicates more advanced aging caused by shrinking and hardening of the asphalt over time. Repair with sealcoating during early stages to reduce weathering of the asphalt. Overlay or reconstruction required in the advanced stages.

► **Large blocks, approximately 10′ across.**

► **Intermediate-size block cracking, 1′-5′ across with open cracks.**

▲ **Extensive block cracking in an irregular pattern.**

► **Severe block cracking – 1′ or smaller blocks. Tight cracks with no raveling.**

Alligator cracks

Interconnected cracks forming small pieces ranging in size from about 1" to 6". This is caused by failure of the surfacing due to traffic loading (fatigue) and very often also due to inadequate base or subgrade support. Repair by excavating localized areas and replacing base and surface. Large areas require reconstruction. Improvements in drainage may often be required.

◄
Alligator crack pattern. Tight cracks and one patch.

◄
Characteristic "chicken wire" crack pattern shows smaller pavement pieces and patching.

◄
Open raveled alligator cracking with settlement along lane edge most likely due to very soft subgrade.

PATCHES AND POTHOLES

Patches

Original surface repaired with new asphalt patch material. This indicates a pavement defect or utility excavation which has been repaired. Patches with cracking, settlement or distortions indicate underlying causes still remain. Recycling or reconstruction are required when extensive patching shows distress.

Typical repair of utility excavation. Patch in fair to good condition.

Edge wedging. Pavement edges strengthened with wedges of asphalt. Patch is in very good condition.

Extensive patching in very poor condition.

Potholes

Holes and loss of pavement material caused by traffic loading, fatigue and inadequate strength. Often combined with poor drainage. Repair by excavating or rebuilding localized potholes. Reconstruction required for extensive defects.

◄
Small pothole where top course has broken away.

◄
Multiple potholes show pavement failure, probably due to poor subgrade soils, frost heave, and bad drainage.

◄
Large, isolated pothole, extends through base. Note adjacent alligator cracks which commonly deteriorate into potholes.

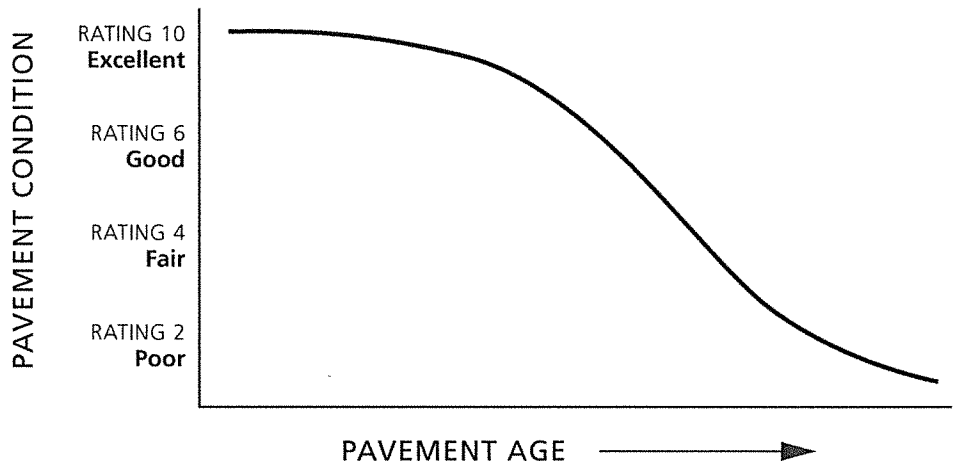
Rating pavement surface condition

With an understanding of surface distress, you can evaluate and rate asphalt pavement surfaces. The rating scale ranges from **10–excellent** condition to **1–failed**. Most pavements will deteriorate through the phases listed in the rating scale. The time it takes to go from excellent condition (10) to complete failure (1) depends largely on the quality of the original construction and the amount of heavy traffic loading.

Once significant deterioration begins, it is common to see pavement decline rapidly. This is usually due to a combination of loading and the effects of additional moisture. As a pavement ages and additional cracking develops, more moisture can enter the pavement and accelerate the rate of deterioration.

Look at the photographs in this section to become familiar with the descriptions of the individual rating categories. To evaluate an individual pavement segment, first determine its general condition. Is it relatively new, toward the top end of the scale? In very poor condition and at the bottom of the scale? Or somewhere in between? Next, think generally about the appropriate maintenance method. Use the rating categories outlined below.

Finally, review the individual pavement distress and select the appropriate surface rating. Individual pavements will ***not*** have all of the types of distress listed for any particular rating. They may have only one or two types.



In addition to indicating the surface condition of a road, a given rating also includes a recommendation for needed maintenance or repair. This feature of the rating system facilitates its use and enhances its value as a tool in ongoing road maintenance.

RATINGS ARE RELATED TO NEEDED MAINTENANCE OR REPAIR

Rating 9 & 10	No maintenance required
Rating 8	Little or no maintenance
Rating 7	Routine maintenance, cracksealing and minor patching
Rating 5 & 6	Preservative treatments (sealcoating)
Rating 3 & 4	Structural improvement and leveling (overlay or recycling)
Rating 1 & 2	Reconstruction

Rating system

Surface rating	Visible distress*	General condition/ treatment measures
10 Excellent	None.	New construction.
9 Excellent	None.	Recent overlay. Like new.
8 Very Good	No longitudinal cracks except reflection of paving joints. Occasional transverse cracks, widely spaced (40′ or greater). All cracks sealed or tight (open less than ¼″).	Recent sealcoat or new cold mix. Little or no maintenance required.
7 Good	Very slight or no raveling, surface shows some traffic wear. Longitudinal cracks (open ¼″) due to reflection or paving joints. Transverse cracks (open ¼″) spaced 10′ or more apart, little or slight crack raveling. No patching or very few patches in excellent condition.	First signs of aging. Maintain with routine crack filling.
6 Good	Slight raveling (loss of fines) and traffic wear. Longitudinal cracks (open ¼″–½″), some spaced less than 10′. First sign of block cracking. Sight to moderate flushing or polishing. Occasional patching in good condition.	Shows signs of aging. Sound structural condition. Could extend life with sealcoat.
5 Fair	Moderate to severe raveling (loss of fine and coarse aggregate). Longitudinal and transverse cracks (open ½″) show first signs of slight raveling and secondary cracks. First signs of longitudinal cracks near pavement edge. Block cracking up to 50% of surface. Extensive to severe flushing or polishing. Some patching or edge wedging in good condition.	Surface aging. Sound structural condition. Needs sealcoat or thin non-structural overlay (less than 2″)
4 Fair	Severe surface raveling. Multiple longitudinal and transverse cracking with slight raveling. Longitudinal cracking in wheel path. Block cracking (over 50% of surface). Patching in fair condition. Slight rutting or distortions (½″ deep or less).	Significant aging and first signs of need for strengthening. Would benefit from a structural overlay (2″ or more).
3 Poor	Closely spaced longitudinal and transverse cracks often showing raveling and crack erosion. Severe block cracking. Some alligator cracking (less than 25% of surface). Patches in fair to poor condition. Moderate rutting or distortion (1″ or 2″ deep). Occasional potholes.	Needs patching and repair prior to major overlay. Milling and removal of deterioration extends the life of overlay.
2 Very Poor	Alligator cracking (over 25% of surface). Severe distortions (over 2″ deep) Extensive patching in poor condition. Potholes.	Severe deterioration. Needs reconstruction with extensive base repair. Pulverization of old pavement is effective.
1 Failed	Severe distress with extensive loss of surface integrity.	Failed. Needs total reconstruction.

** Individual pavements will not have all of the types of distress listed for any particular rating. They may have only one or two types.*

RATING 10 & 9

EXCELLENT —
No maintenance required

Newly constructed or recently overlaid roads are in excellent condition and require no maintenance.

RATING 10
New construction.

RATING 9
Recent overlay, rural.

RATING 9
Recent overlay, urban.

RATING 8

VERY GOOD —
Little or no maintenance required

This category includes roads which have been recently sealcoated or overlaid with new cold mix. It also includes recently constructed or overlaid roads which may show longitudinal or transverse cracks. All cracks are tight or sealed.

◄ **Recent chip seal.**

◄ **Recent slurry seal.**

▼ **Widely spaced, sealed cracks.**

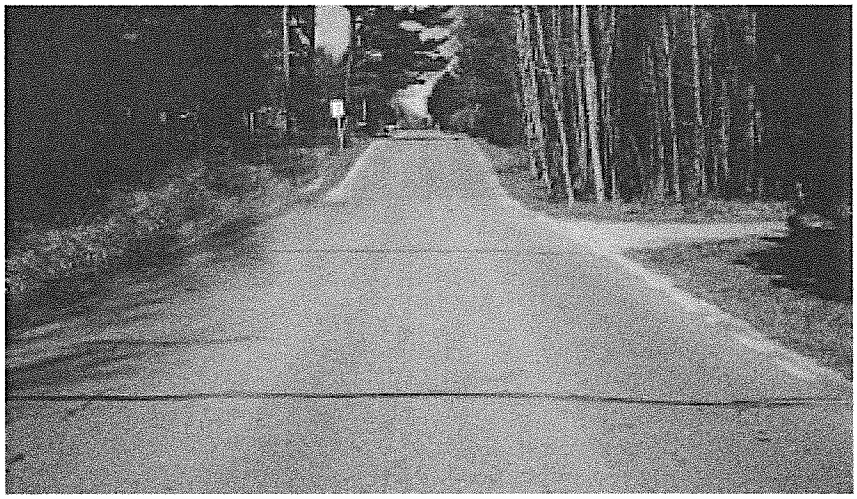
▲ **New cold mix surface.**

RATING 7

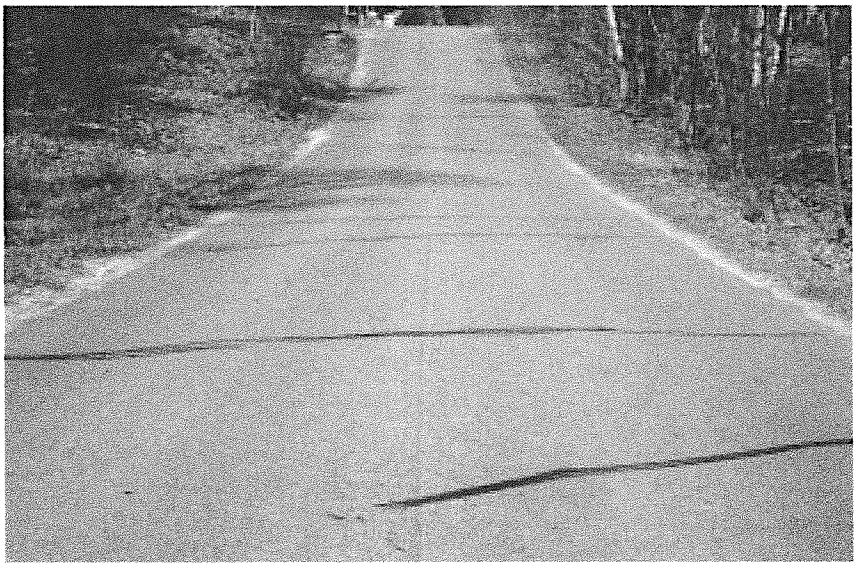
GOOD — Routine sealing recommended

Roads show first signs of aging, and they may have very slight raveling. Any longitudinal cracks are along paving joint. Transverse cracks may be approximately 10′ or more apart. All cracks are ¼″ or less, with little or no crack erosion. Few if any patches, all in very good condition. Maintain a crack sealing program.

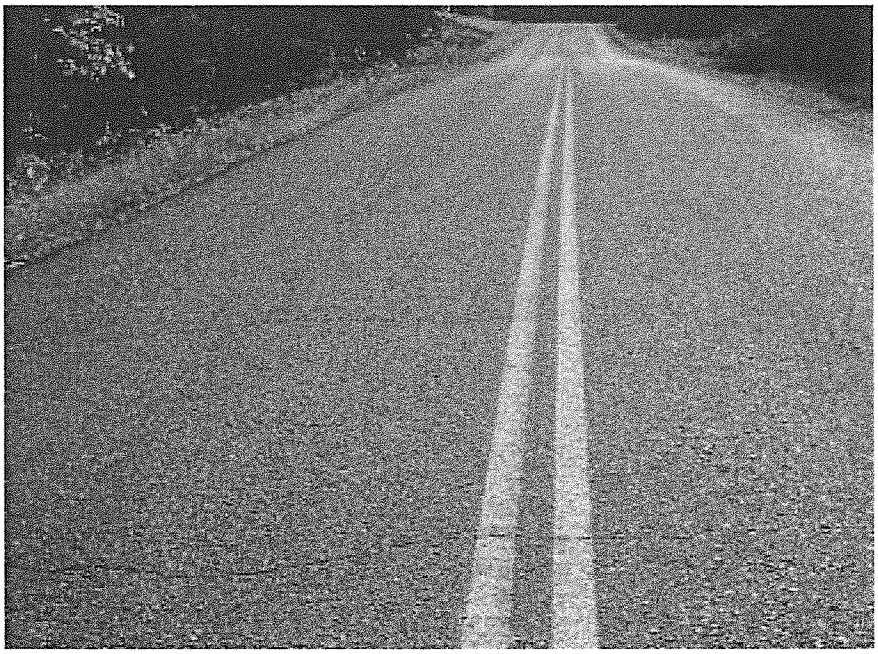
▶ **Tight and sealed transverse and longitudinal cracks. Maintain crack sealing program.**



▶ **Tight and sealed transverse and longitudinal cracks.**



▶ **Transverse cracks about 10′ or more apart. Maintain crack sealing program.**



RATING 6

GOOD —
Consider preservative treatment

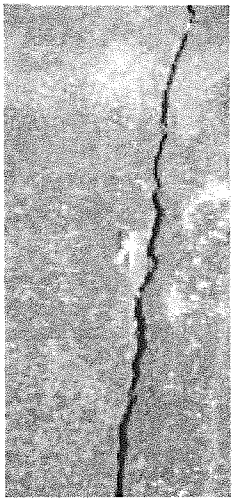
Roads are in sound structural condition but show definite signs of aging. Seal-coating could extend their useful life. There may be slight surface raveling. Transverse cracks can be frequent, less than 10′ apart. Cracks may be ¼–½″ and sealed or open. Pavement is generally sound adjacent to cracks. First signs of block cracking may be evident. May have slight or moderate bleeding or polishing. Patches are in good condition.

◄ **Slight surface raveling with tight cracks, less than 10′ apart.**

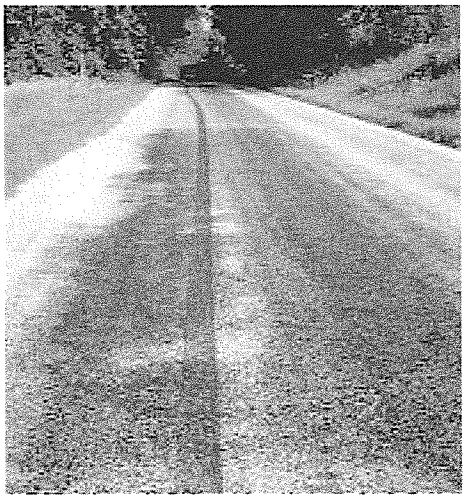
◄ **Transverse cracking less than 10′ apart; cracks well-sealed.**

▼ **Large blocks, early signs of raveling and block cracking.**

▼ **Open crack, ½″ wide; adjoining pavement sound.**



▼ **Moderate flushing.**



RATING 5

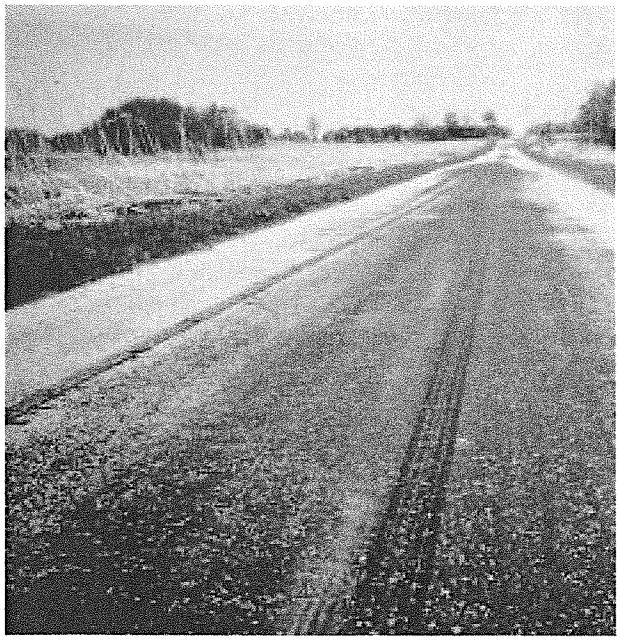
FAIR — Preservative maintenance treatment required

Roads are still in good structural condition but clearly need sealcoating or overlay. They may have moderate to severe surface raveling with significant loss of aggregate. First signs of longitudinal cracks near the edge. First signs of raveling along cracks. Block cracking up to 50% of surface. Extensive to severe flushing or polishing. Any patches or edge wedges are in good condition.

▼ Block cracking with open cracks.

► Moderate to severe raveling in wheel paths.

▼ Severe flushing.



▲ Wedges and patches extensive but in good condition.

Severe raveling with
▼ extreme loss of aggregate.

Load cracking and slight
▼ rutting in wheel path.

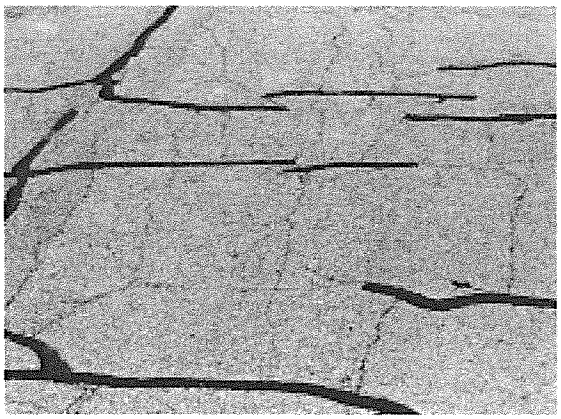
RATING 4

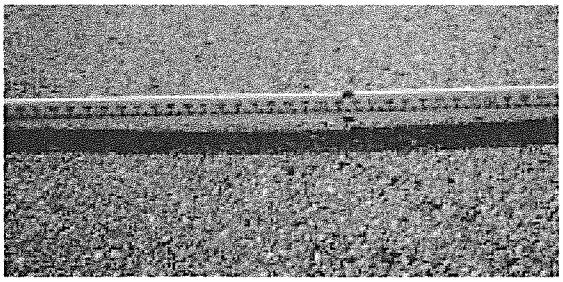
FAIR —
Structural improvement required

Roads show first signs of needing strengthening by overlay. They have very severe surface raveling which should no longer be sealed. First longitudinal cracking in wheel path. Many transverse cracks and some may be raveling slightly. Over 50% of the surface may have block cracking. Patches are in fair condition. They may have rutting less than ½" deep or slight distortion.

◄ **Longitudinal cracking; early load-related distress in wheel path. Strengthening needed.**

▼ **Slight rutting; patch in good condition.**





▼ **Extensive block cracking. Blocks tight and sound.**

◄ **Slight rutting in wheel path.**

RATING 3

POOR—
Structural improvement required

Roads must be strengthened with a structural overlay (2″ or more). Will benefit from milling and very likely will require pavement patching and repair beforehand. Cracking will likely be extensive. Raveling and erosion in cracks may be common. Surface may have severe block cracking and show first signs of alligator cracking. Patches are in fair to poor condition. There is moderate distortion or rutting (1-2″) and occasional potholes.

Many wide and raveled cracks indicate need for milling and overlay.

2″ ruts need mill and overlay.

Open and raveled block cracks.

RATING 3

POOR — (continued)
Structural improvement required

◄ **Alligator cracking. Edge needs repair and drainage needs improvement prior to rehabilitation.**

▼ **Distortion with patches in poor condition. Repair and overlay.**

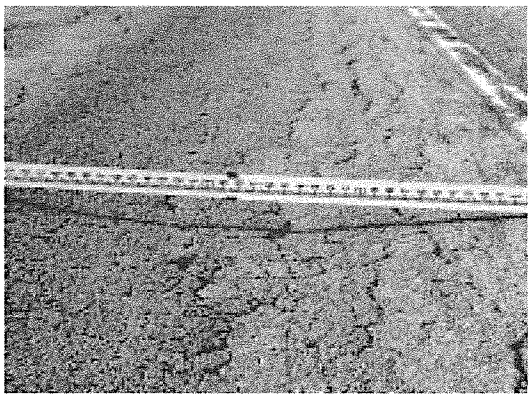
RATING 2

VERY POOR—
Reconstruction required

Roads are severely deteriorated and need reconstruction. Surface pulverization and additional base may be cost-effective. These roads have more than 25% alligator cracking, severe distortion or rutting, as well as potholes or extensive patches in poor condition.

► **Extensive alligator cracking. Pulverize and rebuild.**

▲ **Patches in poor condition, wheelpath rutting. Pulverize, strengthen and reconstruct.**



▲ **Severe rutting. Strengthen base and reconstruct.**

► **Severe frost damage. Reconstruct.**

RATING 1

FAILED —
Reconstruction required

Roads have failed, showing severe distress and extensive loss of surface integrity.

◄
Potholes from frost damage. Reconstruct.

◄
Potholes and severe alligator cracking. Failed pavement. Reconstruct.

◄
Extensive loss of surface. Rebuild.

Practical advice on rating roads

Inventory and field inspection

Most agencies routinely observe roadway conditions as a part of their normal work and travel. However, an actual inspection means looking at the entire roadway system as a whole and preparing a written summary of conditions. This inspection has many benefits over casual observations. It can be helpful to compare segments, and ratings decisions are likely to be more consistent because the roadway system is considered as a whole within a relatively short time.

An inspection also encourages a review of specific conditions important in roadway maintenance, such as drainage, adequate strength, and safety.

A simple written inventory is useful in making decisions where other people are involved. You do not have to trust your memory, and you can usually answer questions in more detail. Having a written record and objective information also improves your credibility with the public.

Finally, a written inventory is very useful in documenting changing roadway conditions. Without records over several years it is impossible to know if road conditions are improving, holding their own, or declining.

Annual budgets and long range planning are best done when based on actual needs as documented with a written inventory.

The Wisconsin DOT local road inventory (WISLR) is a valuable resource for managing your local roads. Adding PASER surface condition ratings is an important improvement.

Averaging and comparing sections

For evaluation, divide the local road system into individual segments which are similar in construction and condition. Rural segments may vary from ½ mile to a mile long, while sections in urban areas will likely be 1-4 blocks long or more. If you are starting with the WISLR Inventory, the segments have already been established. You may want to review them for consistent road conditions.

Obviously, no roadway segment is entirely consistent. Also, surfaces in one section will not have all of the types of distress listed for any particular rating. They may have only one or two types. Therefore, some averaging is necessary.

The objective is to rate the condition that represents the majority of the roadway. Small or isolated conditions should not influence the rating. It is useful to note these special conditions on the inventory form so this information can be used in planning specific improvement projects. For example, some spot repairs may be required.

Occasionally surface conditions vary significantly within a segment. For example, short sections of good condition may be followed by sections of poor surface conditions. In these cases, it is best to rate the segment according to the worst conditions and note the variation on the form.

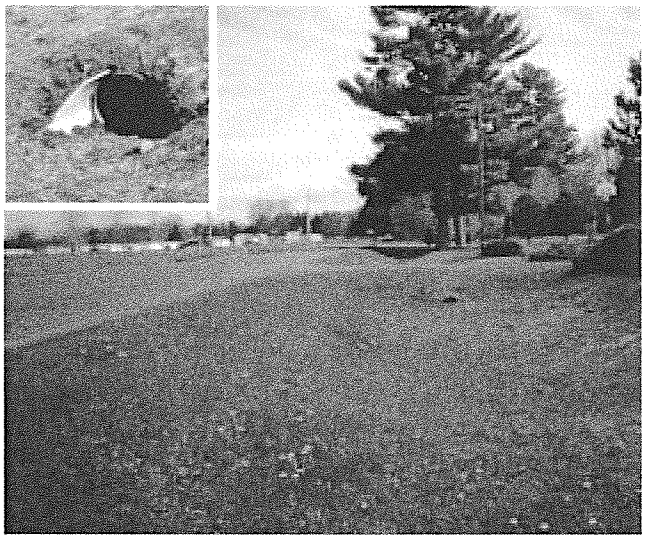
The overall purpose of condition rating is to be able to compare each segment relative to all the other segments in your roadway system. On completion you should be able to look at any two pavement segments and find that the better surface has a higher rating.

Within a given rating, say 6, not all pavements will be exactly the same. However, they should all be considered to be in better condition than those with lower ratings, say 5. Sometimes it is helpful in rating a difficult segment to compare it to other previously rated segments. For example, if it is better than one you rated 5 and worse than a typical 7, then a rating of 6 is appropriate. Having all pavement segments rated in the proper relative order is most important and useful.

Assessing drainage conditions

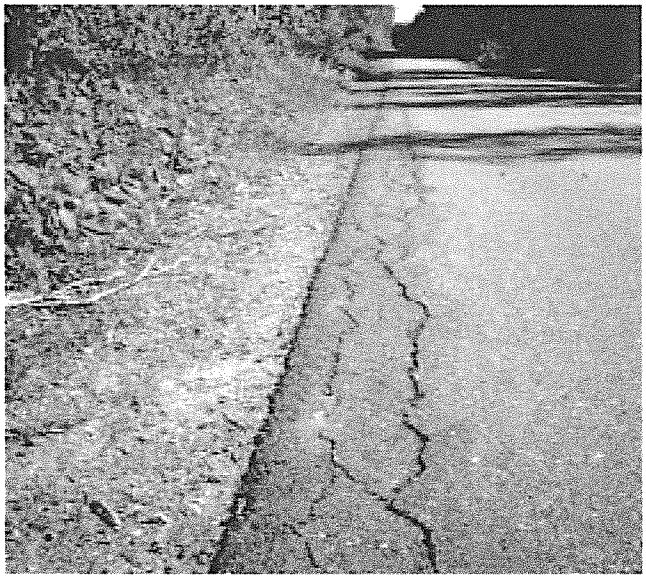
Moisture and poor pavement drainage are significant factors in pavement deterioration. Some assessment of drainage conditions during pavement rating is highly recommended. While you should review drainage in detail at the project level, at this stage simply include an overview drainage evaluation at the same time as you evaluate surface condition.

Urban drainage.
RATING: Excellent



Good rural ditch and driveway culvert. Culvert end needs cleaning.

RATING: Good



High shoulder and no ditch lead to pavement damage. Needs major ditch improvement for a short distance.

RATING: Fair

No drainage leads to failed pavement.

RATING: Poor

Consider both pavement surface drainage and lateral drainage (ditches or storm sewers). Pavement should be able to quickly shed water off the surface into the lateral ditches. Ditches should be large and deep enough to drain the pavement and remove the surface water efficiently into adjacent waterways.

Look at the roadway crown and check for low surface areas that permit ponding. Paved surfaces should have approximately a 2% cross slope or crown across the roadway. This will provide approximately 3" of fall on a 12' traffic lane. Shoulders should have a greater slope to improve surface drainage.

A pavement's ability to carry heavy traffic loads depends on both the pavement materials (asphalt surfacing and granular base) and the strength of the underlying soils. Most soils lose strength when they are very wet. Therefore, it is important to provide drainage to the top layer of the subgrade supporting the pavement structure.

In rural areas, drainage is provided most economically by open ditches that allow soil moisture to drain laterally. As a rule of thumb, the bottom of the ditch ought to be at least one foot below the base course of the pavement in order to drain the soils. This means that minimum ditch depth should be about 2' below the center of the pavement. Deeper ditches, of course, are required to accommodate roadway culverts and maintain the flow line to adjacent drainage channels or streams.

You should also check culverts and storm drain systems. Storm drainage systems that are silted in, have a large accumulation of debris, or are in poor structural condition will also degrade pavement performance.

The T.I.C. publication, *Drainage Manual: Local Road Assessment and Improvement,* describes the elements of drainage systems, depicts them in detailed photographs, and explains how to rate their condition. Copies are available from the Transportation Information Center.

Planning annual maintenance and repair budgets

We have found that relating a normal maintenance or rehabilitation procedure to the surface rating scheme helps local officials use the rating system. However, an individual surface rating should not automatically dictate the final maintenance or rehabilitation technique.

You should consider future traffic projections, original construction, and pavement strength since these may dictate a more comprehensive rehabilitation than the rating suggests. On the other hand, it may be appropriate under special conditions to do nothing and let the pavement fully deteriorate, then rebuild when funds are available.

Summary

Using local road funds most efficiently requires good planning and accurate identification of appropriate rehabilitation projects. Assessing roadway conditions is an essential first step in this process. This asphalt pavement surface condition rating procedure has proved effective in improving decision making and using highway funds more efficiently. It can be used directly by local officials and staff. It may be combined with additional testing and data collection in a more comprehensive pavement management system.

Transportation Information Center Publications

Pavement Surface Evaluation and Rating (PASER) Manuals

- **Asphalt PASER Manual,** 2002, 28 pp.
- **Brick and Block PASER Manual,** 2001, 8 pp.
- **Concrete PASER Manual,** 2002, 28 pp.
- **Gravel PASER Manual,** 2002, 20 pp.
- **Sealcoat PASER Manual,** 2000, 16 pp.
- **Unimproved Roads PASER Manual,** 2001, 12 pp.

Drainage Manual
Local Road Assessment and Improvement, 2000, 16 pp.

SAFER Manual
Safety Evaluation for Roadways, 1996, 40 pp.

Flagger's Handbook (pocket-sized guide), 1998, 22 pp.

Work Zone Safety, Guidelines for Construction, Maintenance, and Utility Operations, (pocket-sized guide), 1999, 55 pp.

Wisconsin Transportation Bulletins

#1 Understanding and Using Asphalt
#2 How Vehicle Loads Affect Pavement Performance
#3 LCC—Life Cycle Cost Analysis
#4 Road Drainage
#5 Gravel Roads
#6 Using Salt and Sand for Winter Road Maintenance
#7 Signing for Local Roads
#8 Using Weight Limits to Protect Local Roads
#9 Pavement Markings
#10 Seal Coating and Other Asphalt Surface Treatments
#11 Compaction Improves Pavement Performance
#12 Roadway Safety and Guardrail
#13 Dust Control on Unpaved Roads
#14 Mailbox Safety
#15 Culverts-Proper Use and Installation
#16 Geotextiles in Road Construction/Maintenance and Erosion Control
#17 Managing Utility Cuts
#18 Roadway Management and Tort Liability in Wisconsin
#19 The Basics of a Good Road
#20 Using Recovered Materials in Highway Construction
#21 Setting Speed Limits on Local Roads

Transportation

432 North Lake Street
Madison, WI 53706
phone 800/442-4615

City of Stayton Street Pavement Condition Rating

STREET NAME	FROM	TO	SURFTYPE	IMPROVED			CURB	SIDEWALK			MIKE	MICHAEL	AVERAGE
12TH AV	E BURNETT ST	E VIRGINIA ST	PAVED	N	H	F	2	0	1	2	8	7	7.5
15TH AV	DEAD END	E BURNETT ST	PAVED	N	H	F	2	0	1	2	7	7	7
15TH AV	E BURNETT ST	E VIRGINIA ST	PAVED	N	H	F	2	0	1	2	7	7	7
15TH AV	E VIRGINIA ST	E JEFFERSON ST	PAVED	N	H	F	2	0	1	2	7	7	7
19TH AV	E BURNETT ST	E VIRGINIA ST	PAVED	N	H	F	2	0	1	2	7	7	7
19TH AV	E VIRGINIA ST	DEAD END	PAVED	N	H	F	2	0	1	2	7	7	7
28TH AV	E SANTIAM ST	E PINE ST	PAVED	N	H	F	2	0	1	2	7	7	7
5TH CT	DEAD END	E FIR ST	PAVED	N	H	F	2	0	1	2	5	5	5
ALYSSA CT	DEAD END	WESTOWN DR	PAVED	N	H	F	2	0	1	2	6	7	6.5
BIRCH AV	W WASHINGTON ST	W LOCUST ST	PAVED	N	H	F	2	0	1	2	6	7	6.5
BIRCH CT	DEAD END	W HOLLISTER ST	PAVED	N	H	F	2	0	1	2	6	6	6
BRODY CT	JEFFERSON ST	DEAD END	PAVED	N	H	F	2	0	1	2	8	8	8
CARDINAL AV	MEADOWLARK DR	HUMMINGBIRD LN	PAVED	N	H	F	2	0	1	2	7	7	7
CARDINAL AV	ORIOLE ST	JUNCO ST	PAVED	N	H	F	2	0	1	2	9	8	8.5
CECILIA CT	DEAD END	N NOBLE AV	PAVED	N	H	F	2	0	1	2	6	6	6
CHERRY CT	DEAD END	W HOLLISTER ST	PAVED	N	H	F	2	0	1	2	5	5	5
CHERRY PL	W HOLLISTER ST	DEAD END	PAVED	N	H	F	2	0	1	2	6	7	6.5
COOPER CT	JEFFERSON ST	DEAD END	PAVED	N	H	F	2	0	1	2	7	8	7.5
DAWN DR	KENT AV	DEAD END	PAVED	N	H	F	2	0	1	2	5	6	5.5
DAWN DR	N 10TH AV	KENT AV	PAVED	N	H	F	2	0	1	2	5	6	5.5
DOUGLAS AV	W HOLLISTER ST	DEAD END	PAVED	N	H	F	2	0	1	2	5	6	5.5
DOUGLAS AV	W LOCUST ST	W HOLLISTER ST	PAVED	N	H	F	2	0	1	2	5	6	5.5
DOUGLAS AV	W WASHINGTON ST	W LOCUST ST	PAVED	N	H	F	2	0	1	2	5	4	4.5
E BURNETT ST	12TH AV	15TH AV	PAVED	N	H	F	2	0	1	2	7	7	7
E BURNETT ST	15TH AV	19TH AV	PAVED	N	H	F	2	0	1	2	7	7	7
E BURNETT ST	10TH AV	12TH AV	PAVED	N	H	F	1	0	1	2	7	7	7
E BURNETT ST	N 1ST AV	N 2ND AV	PAVED	N	H	F	2	0	1	2	7	6	6.5
E BURNETT ST	N 2ND AV	N 3RD AV	PAVED	N	H	F	2	0	1	2	6	5	5.5
E BURNETT ST	N 3RD AV	N 4TH AV	PAVED	N	H	F	2	0	1	2	4	3	3.5
E BURNETT ST	N 4TH AV	N 5TH AV	PAVED	N	H	F	1	0	1	2	4	3	3.5
E BURNETT ST	N 5TH AV	N 6TH AV	PAVED	N	H	F	1	0	1	2	3	4	3.5
E BURNETT ST	N 6TH AV	N 7TH AV	PAVED	N	H	F	2	0	1	2	3	2	2.5
E BURNETT ST	N 9TH AV	N 10TH AV	PAVED	N	H	F	2	0	1	2	7	7	7
E CEDAR ST	DEAD END	SCENIC VIEW DR	PAVED	N	H	F	2	0	1	2	9	8	8.5
E CEDAR ST	N 1ST AV	N 2ND AV	PAVED	N	H	F	2	0	1	2	6	6	6
E CEDAR ST	N 2ND AV	N 3RD AV	PAVED	N	H	F	2	0	1	2	6	6	6
E CEDAR ST	N 3RD AV	N 4TH AV	PAVED	N	H	F	1	0	1	2	5	5	5
E CEDAR ST	N 4TH AV	N 5TH AV	PAVED	N	H	F	2	0	1	2	5	5	5

STREET NAME	FROM	TO	SURFTYPE	IMPROVED			CURB	SIDEWALK			MIKE	MICHAEL	AVERAGE
E CEDAR ST	N 5TH AV	N 6TH AV	PAVED	N	H	F	2	0	1	2	5	5	5
E CEDAR ST	SCENIC VIEW DR	DEAD END	PAVED	N	H	F	2	0	1	2	9	8	8.5
E ELWOOD ST	N 3RD AV	N 4TH AV	PAVED	N	H	F	0	0	1	2	4	3	3.5
E ELWOOD ST	N 4TH AV	N 5TH AV	PAVED	N	H	F	0	0	1	2	4	3	3.5
E ELWOOD ST	N 5TH AV	N 6TH AV	PAVED	N	H	F	2	0	1	2	5	4	4.5
E FIR ST	5TH CT	N 6TH AV	PAVED	N	H	F	2	0	1	2	5	5	5
E FIR ST	MOUNTAIN DR	N 10TH AV	PAVED	N	H	F	2	0	1	2	5	6	5.5
E FIR ST	N 1ST AV	N 2ND AV	PAVED	N	H	F	1	0	1	2	4	4	4
E FIR ST	N 2ND AV	N 3RD AV	PAVED	N	H	F	0	0	1	2	4	5	4.5
E FIR ST	N 3RD AV	N 4TH AV	PAVED	N	H	F	2	0	1	2	5	4	4.5
E FIR ST	N 4TH AV	5TH CT	PAVED	N	H	F	2	0	1	2	5	5	5
E FLORENCE ST	N 2ND AV	N 3RD AV	PAVED	N	H	F	2	0	1	2	5	5	5
E FLORENCE ST	N 3RD AV	N 4TH AV	PAVED	N	H	F	2	0	1	2	6	5	5.5
E FLORENCE ST	N 4TH AV	FOOTBRIDGE	GRAVEL	N	H	F	0	0	1	2	1	1	1
E HIGH ST	N 1ST AV	N 2ND AV	PAVED	N	H	F	2	0	1	2	9	8	8.5
E HIGH ST	N 2ND AV	N 3RD AV	PAVED	N	H	F	2	0	1	2	5	5	5
E HOLLISTER ST	N 1ST AV	N 2ND AV	PAVED	N	H	F	2	0	1	2	5	4	4.5
E HOLLISTER ST	N 2ND AV	N 3RD AV	PAVED	N	H	F	2	0	1	2	4	3	3.5
E HOLLISTER ST	N 3RD AV	N 4TH AV	PAVED	N	H	F	2	0	1	2	5	4	4.5
E HOLLISTER ST	N 4TH AV	N 5TH AV	PAVED	N	H	F	2	0	1	2	4	4	4
E HOLLISTER ST	N 5TH AV	N 6TH AV	PAVED	N	H	F	2	0	1	2	4	4	4
E HOLLISTER ST	N 6TH AV	N 7TH AV	PAVED	N	H	F	2	0	1	2	4	4	4
E IDA ST	N 1ST AV	N 2ND AV	PAVED	N	H	F	2	0	1	2	5	4	4.5
E IDA ST	N 2ND AV	N 3RD AV	PAVED	N	H	F	2	0	1	2	5	4	4.5
E IDA ST	N 3RD AV	N 4TH AV	PAVED	N	H	F	0	0	1	2	4	3	3.5
E IDA ST	N 4TH AV	E MILL STREAM RD	PAVED	N	H	F	2	0	1	2	6	6	6
E JEFFERSON ST	BRODY CT	CITY LIMITS	PAVED	N	H	F	1	0	1	2	7	7	7
E JEFFERSON ST	COOPER ST	BRODY CT	PAVED	N	H	F	1	0	1	2	7	7	7
E JEFFERSON ST	HIGHLAND CT	COOPER ST	PAVED	N	H	F	1	0	1	2	7	7	7
E JEFFERSON ST	N 10TH AV	15TH AV	PAVED	N	H	F	0	0	1	2	6	6	6
E JEFFERSON ST	N 3RD AV	N 4TH AV	PAVED	N	H	F	2	0	1	2	6	5	5.5
E JEFFERSON ST	N 4TH AV	N 5TH AV	PAVED	N	H	F	2	0	1	2	6	5	5.5
E JEFFERSON ST	N 5TH AV	N 6TH AV	PAVED	N	H	F	2	0	1	2	6	5	5.5
E KATHY ST	DEAD END	N 10TH AV	PAVED	N	H	F	2	0	1	2	5	6	5.5
E MARION ST	N 1ST AV	N 2ND AV	PAVED	N	H	F	2	0	1	2	5	4	4.5
E MARION ST	N 2ND AV	N 3RD AV	PAVED	N	H	F	2	0	1	2	4	4	4
E MARION ST	N 3RD AV	N 4TH AV	PAVED	N	H	F	2	0	1	2	6	5	5.5
E MARION ST	N 4TH AV	N 5TH AV	PAVED	N	H	F	2	0	1	2	5	3	4

City of Stayton Street Pavement Condition Rating

STREET NAME	FROM	TO	SURFTYPE	IMPROVED			CURB	SIDEWALK			MIKE	MICHAEL	AVERAGE
12TH AV	E BURNETT ST	E VIRGINIA ST	PAVED	N	H	F	2	0	1	2	8	7	7.5
15TH AV	DEAD END	E BURNETT ST	PAVED	N	H	F	2	0	1	2	7	7	7
15TH AV	E BURNETT ST	E VIRGINIA ST	PAVED	N	H	F	2	0	1	2	7	7	7
15TH AV	E VIRGINIA ST	E JEFFERSON ST	PAVED	N	H	F	2	0	1	2	7	7	7
19TH AV	E BURNETT ST	E VIRGINIA ST	PAVED	N	H	F	2	0	1	2	7	7	7
19TH AV	E VIRGINIA ST	DEAD END	PAVED	N	H	F	2	0	1	2	7	7	7
28TH AV	E SANTIAM ST	E PINE ST	PAVED	N	H	F	2	0	1	2	7	7	7
5TH CT	DEAD END	E FIR ST	PAVED	N	H	F	2	0	1	2	5	5	5
ALYSSA CT	DEAD END	WESTOWN DR	PAVED	N	H	F	2	0	1	2	6	7	6.5
BIRCH AV	W WASHINGTON ST	W LOCUST ST	PAVED	N	H	F	2	0	1	2	6	7	6.5
BIRCH CT	DEAD END	W HOLLISTER ST	PAVED	N	H	F	2	0	1	2	6	6	6
BRODY CT	JEFFERSON ST	DEAD END	PAVED	N	H	F	2	0	1	2	8	8	8
CARDINAL AV	MEADOWLARK DR	HUMMINGBIRD LN	PAVED	N	H	F	2	0	1	2	7	7	7
CARDINAL AV	ORIOLE ST	JUNCO ST	PAVED	N	H	F	2	0	1	2	9	8	8.5
CECILIA CT	DEAD END	N NOBLE AV	PAVED	N	H	F	2	0	1	2	6	6	6
CHERRY CT	DEAD END	W HOLLISTER ST	PAVED	N	H	F	2	0	1	2	5	5	5
CHERRY PL	W HOLLISTER ST	DEAD END	PAVED	N	H	F	2	0	1	2	6	7	6.5
COOPER CT	JEFFERSON ST	DEAD END	PAVED	N	H	F	2	0	1	2	7	8	7.5
DAWN DR	KENT AV	DEAD END	PAVED	N	H	F	2	0	1	2	5	6	5.5
DAWN DR	N 10TH AV	KENT AV	PAVED	N	H	F	2	0	1	2	5	6	5.5
DOUGLAS AV	W HOLLISTER ST	DEAD END	PAVED	N	H	F	2	0	1	2	5	6	5.5
DOUGLAS AV	W LOCUST ST	W HOLLISTER ST	PAVED	N	H	F	2	0	1	2	5	6	5.5
DOUGLAS AV	W WASHINGTON ST	W LOCUST ST	PAVED	N	H	F	2	0	1	2	5	4	4.5
E BURNETT ST	12TH AV	15TH AV	PAVED	N	H	F	2	0	1	2	7	7	7
E BURNETT ST	15TH AV	19TH AV	PAVED	N	H	F	2	0	1	2	7	7	7
E BURNETT ST	10TH AV	12TH AV	PAVED	N	H	F	1	0	1	2	7	7	7
E BURNETT ST	N 1ST AV	N 2ND AV	PAVED	N	H	F	2	0	1	2	7	6	6.5
E BURNETT ST	N 2ND AV	N 3RD AV	PAVED	N	H	F	2	0	1	2	6	5	5.5
E BURNETT ST	N 3RD AV	N 4TH AV	PAVED	N	H	F	2	0	1	2	4	3	3.5
E BURNETT ST	N 4TH AV	N 5TH AV	PAVED	N	H	F	1	0	1	2	4	3	3.5
E BURNETT ST	N 5TH AV	N 6TH AV	PAVED	N	H	F	1	0	1	2	3	4	3.5
E BURNETT ST	N 6TH AV	N 7TH AV	PAVED	N	H	F	2	0	1	2	3	2	2.5
E BURNETT ST	N 9TH AV	N 10TH AV	PAVED	N	H	F	2	0	1	2	7	7	7
E CEDAR ST	DEAD END	SCENIC VIEW DR	PAVED	N	H	F	2	0	1	2	9	8	8.5
E CEDAR ST	N 1ST AV	N 2ND AV	PAVED	N	H	F	2	0	1	2	6	6	6
E CEDAR ST	N 2ND AV	N 3RD AV	PAVED	N	H	F	2	0	1	2	6	6	6
E CEDAR ST	N 3RD AV	N 4TH AV	PAVED	N	H	F	1	0	1	2	5	5	5
E CEDAR ST	N 4TH AV	N 5TH AV	PAVED	N	H	F	2	0	1	2	5	5	5

City of Stayton Street Pavement Condition Rating

STREET NAME	FROM	TO	SURFTYPE	IMPROVED			CURB	SIDEWALK			MIKE	MICHAEL	AVERAGE
E CEDAR ST	N 5TH AV	N 6TH AV	PAVED	N	H	F	2	0	1	2	5	5	5
E CEDAR ST	SCENIC VIEW DR	DEAD END	PAVED	N	H	F	2	0	1	2	9	8	8.5
E ELWOOD ST	N 3RD AV	N 4TH AV	PAVED	N	H	F	0	0	1	2	4	3	3.5
E ELWOOD ST	N 4TH AV	N 5TH AV	PAVED	N	H	F	0	0	1	2	4	3	3.5
E ELWOOD ST	N 5TH AV	N 6TH AV	PAVED	N	H	F	2	0	1	2	5	4	4.5
E FIR ST	5TH CT	N 6TH AV	PAVED	N	H	F	2	0	1	2	5	5	5
E FIR ST	MOUNTAIN DR	N 10TH AV	PAVED	N	H	F	2	0	1	2	5	6	5.5
E FIR ST	N 1ST AV	N 2ND AV	PAVED	N	H	F	1	0	1	2	4	4	4
E FIR ST	N 2ND AV	N 3RD AV	PAVED	N	H	F	0	0	1	2	4	5	4.5
E FIR ST	N 3RD AV	N 4TH AV	PAVED	N	H	F	2	0	1	2	5	4	4.5
E FIR ST	N 4TH AV	5TH CT	PAVED	N	H	F	2	0	1	2	5	5	5
E FLORENCE ST	N 2ND AV	N 3RD AV	PAVED	N	H	F	2	0	1	2	5	5	5
E FLORENCE ST	N 3RD AV	N 4TH AV	PAVED	N	H	F	2	0	1	2	6	5	5.5
E FLORENCE ST	N 4TH AV	FOOTBRIDGE	GRAVEL	N	H	F	0	0	1	2	1	1	1
E HIGH ST	N 1ST AV	N 2ND AV	PAVED	N	H	F	2	0	1	2	9	8	8.5
E HIGH ST	N 2ND AV	N 3RD AV	PAVED	N	H	F	2	0	1	2	5	5	5
E HOLLISTER ST	N 1ST AV	N 2ND AV	PAVED	N	H	F	2	0	1	2	5	4	4.5
E HOLLISTER ST	N 2ND AV	N 3RD AV	PAVED	N	H	F	2	0	1	2	4	3	3.5
E HOLLISTER ST	N 3RD AV	N 4TH AV	PAVED	N	H	F	2	0	1	2	5	4	4.5
E HOLLISTER ST	N 4TH AV	N 5TH AV	PAVED	N	H	F	2	0	1	2	4	4	4
E HOLLISTER ST	N 5TH AV	N 6TH AV	PAVED	N	H	F	2	0	1	2	4	4	4
E HOLLISTER ST	N 6TH AV	N 7TH AV	PAVED	N	H	F	2	0	1	2	4	4	4
E IDA ST	N 1ST AV	N 2ND AV	PAVED	N	H	F	2	0	1	2	5	4	4.5
E IDA ST	N 2ND AV	N 3RD AV	PAVED	N	H	F	2	0	1	2	5	4	4.5
E IDA ST	N 3RD AV	N 4TH AV	PAVED	N	H	F	0	0	1	2	4	3	3.5
E IDA ST	N 4TH AV	E MILL STREAM RD	PAVED	N	H	F	2	0	1	2	6	6	6
E JEFFERSON ST	BRODY CT	CITY LIMITS	PAVED	N	H	F	1	0	1	2	7	7	7
E JEFFERSON ST	COOPER ST	BRODY CT	PAVED	N	H	F	1	0	1	2	7	7	7
E JEFFERSON ST	HIGHLAND CT	COOPER ST	PAVED	N	H	F	1	0	1	2	7	7	7
E JEFFERSON ST	N 10TH AV	15TH AV	PAVED	N	H	F	0	0	1	2	6	6	6
E JEFFERSON ST	N 3RD AV	N 4TH AV	PAVED	N	H	F	2	0	1	2	6	5	5.5
E JEFFERSON ST	N 4TH AV	N 5TH AV	PAVED	N	H	F	2	0	1	2	6	5	5.5
E JEFFERSON ST	N 5TH AV	N 6TH AV	PAVED	N	H	F	2	0	1	2	6	5	5.5
E KATHY ST	DEAD END	N 10TH AV	PAVED	N	H	F	2	0	1	2	5	6	5.5
E MARION ST	N 1ST AV	N 2ND AV	PAVED	N	H	F	2	0	1	2	5	4	4.5
E MARION ST	N 2ND AV	N 3RD AV	PAVED	N	H	F	2	0	1	2	4	4	4
E MARION ST	N 3RD AV	N 4TH AV	PAVED	N	H	F	2	0	1	2	6	5	5.5
E MARION ST	N 4TH AV	N 5TH AV	PAVED	N	H	F	2	0	1	2	5	3	4

City of Stayton Street Pavement Condition Rating

STREET NAME	FROM	TO	SURFTYPE	IMPROVED			CURB	SIDEWALK			MIKE	MICHAEL	AVERAGE
E MARION ST	N 5TH AV	N 6TH AV	PAVED	N	H	F	2	0	1	2	4	3	3.5
E MARION ST	N 6TH AV	N 7TH AV	PAVED	N	H	F	2	0	1	2	4	3	3.5
E PINE ST	2200	CITY LIMITS	PAVED	N	H	F	0	0	1	2	7	7	7
E PINE ST	28TH AV	W DEAD END	PAVED	N	H	F	2	0	1	2	7	7	7
E PINE ST	BY PINE WTP	CITY LIMITS	PAVED	N	H	F	1	0	1	2	6	7	6.5
E PINE ST	E DEAD END	28TH AV	PAVED	N	H	F	2	0	1	2	7	7	7
E PINE ST	HIGHLAND CT	HIGHLAND DR	PAVED	N	H	F	2	0	1	2	8	7	7.5
E PINE ST	HIGHLAND DR	SCENIC VIEW DR	PAVED	N	H	F	2	0	1	2	8	7	7.5
E PINE ST	MT JEFFERSON DR	HIGHLAND CT	PAVED	N	H	F	2	0	1	2	8	7	7.5
E PINE ST	1212 E PINE ST	MT JEFFERSON DR	PAVED	N	H	F	1	0	1	2	4	5	4.5
E PINE ST	10TH AV	1212 E PINE	PAVED	N	H	F	1	0	1	2	8	8	8
E PINE ST	N 1ST AV	N 2ND AV	PAVED	N	H	F	2	0	1	2	3	4	3.5
E PINE ST	N 2ND AV	3RD AV	PAVED	N	H	F	1	0	1	2	3	4	3.5
E PINE ST	653 E. PINE	E FIR ST	PAVED	N	H	F	2	0	1	2	7	6	6.5
E PINE ST	N 6TH AV	653 E PINE	PAVED	N	H	F	2	0	1	2	4	3	3.5
E PINE ST	SCENIC VIEW DR	CITY LIMITS	PAVED	N	H	F	2	0	1	2	5	5	5
E REGIS ST	N 3RD AV	N 6TH AV	GRAVEL	N	H	F	0	0	1	2	1	1	1
E ROBIDOUX ST	N 3RD AV	N 4TH AV	PAVED	N	H	F	0	0	1	2	3	4	3.5
E ROBIDOUX ST	N 4TH AV	N 5TH AV	PAVED	N	H	F	0	0	1	2	3	4	3.5
E ROBIDOUX ST	N 5TH AV	N 6TH AV	PAVED	N	H	F	0	0	1	2	3	4	3.5
E ROBIDOUX ST	N 6TH AV	N 7TH AV	GRAVEL	N	H	F	0	0	1	2	1	1	1
E SANTIAM ST	DEAD END	ORCHARD CT	PAVED	N	H	F	2	0	1	2	8	7	7.5
E SANTIAM ST	N 3RD AV	N 4TH AV	PAVED	N	H	F	0	0	1	2	3	2	2.5
E SANTIAM ST	N 4TH AV	N 5TH AV	PAVED	N	H	F	0	0	1	2	3	3	3
E SANTIAM ST	N 5TH AV	N 6TH AV	PAVED	N	H	F	2	0	1	2	5	4	4.5
E SANTIAM ST	N 6TH AV	DEAD END	PAVED	N	H	F	1	0	1	2	4	4	4
E SANTIAM ST	ORCHARD CT	N 10TH AV	PAVED	N	H	F	2	0	1	2	5	5	5
E VIRGINIA ST	12TH AV	15TH AV	PAVED	N	H	F	2	0	1	2	7	7	7
E VIRGINIA ST	15TH AV	19TH AV	PAVED	N	H	F	2	0	1	2	7	7	7
E VIRGINIA ST	19TH AV	DEAD END	PAVED	N	H	F	2	0	1	2	7	7	7
E VIRGINIA ST	CITY LIMITS	12TH AV	PAVED	N	H	F	2	0	1	2	7	7	7
E VIRGINIA ST	N 1ST AV	N 2ND AV	PAVED	N	H	F	2	0	1	2	4	3	3.5
E VIRGINIA ST	N 2ND AV	N 3RD AV	PAVED	N	H	F	2	0	1	2	4	3	3.5
E VIRGINIA ST	N 3RD AV	N 4TH AV	PAVED	N	H	F	2	0	1	2	4	4	4
E VIRGINIA ST	N 4TH AV	N 5TH AV	PAVED	N	H	F	0	0	1	2	4	3	3.5
E VIRGINIA ST	N 5TH AV	N 6TH AV	PAVED	N	H	F	0	0	1	2	4	3	3.5
E VIRGINIA ST	N 6TH AV	N 7TH AV	PAVED	N	H	F	2	0	1	2	3	3	3
E VIRGINIA ST	N 7TH AV	N 9TH AV	PAVED	N	H	F	1	0	1	2	4	4	4

City of Stayton Street Pavement Condition Rating

STREET NAME	FROM	TO	SURFTYPE	IMPROVED			CURB	SIDEWALK			MIKE	MICHAEL	AVERAGE
E WASHINGTON ST	N 6TH AV	N 7TH AV	PAVED	N	H	F	2	0	1	2	4	4	4
E WATER ST	N 1ST AV	N 2ND AV	PAVED	N	H	F	2	0	1	2	5	5	5
E WATER ST	N 2ND AV	N 3RD AV	PAVED	N	H	F	2	0	1	2	5	4	4.5
E WATER ST	N 3RD AV	N 4TH AV	PAVED	N	H	F	0	0	1	2	5	4	4.5
EAGLE ST	KINDLE WY SE	QUAIL RUN AV	PAVED	N	H	F	2	0	1	2	7	7	7
FERN AV	W DARBY ST	W LOCUST ST	PAVED	N	H	F	2	0	1	2	4	4	4
FERN AV	W IDA ST	W HIGH ST	PAVED	N	H	F	2	0	1	2	1	1	1
FERN AV	W KATHY ST	SHAFF RD SE	PAVED	N	H	F	2	0	1	2	4	4	4
FERN AV	W MAPLE ST	W IDA ST	PAVED	N	H	F	2	0	1	2	5	6	5.5
FERN AV	W REGIS ST	W KATHY ST	PAVED	N	H	F	2	0	1	2	5	6	5.5
FERN RIDGE RD	N 1ST AV	N 3RD AV	PAVED	N	H	F	2	0	1	2	7	6	6.5
FERN RIDGE RD	N 3RD AV	SUMMERVIEW DR	PAVED	N	H	F	2	0	1	2	7	6	6.5
FERN RIDGE RD	SUMMERVIEW DR	WILDFLOWER DR	PAVED	N	H	F	2	0	1	2	7	6	6.5
FERN RIDGE RD	WILDFLOWER DR	904	PAVED	N	H	F	2	0	1	2	7	6	6.5
GARDNER AV	W DARBY ST	W LOCUST ST	PAVED	N	H	F	2	0	1	2	7	7	7
GARDNER AV	W IDA ST	W HIGH ST	GRAVEL	N	H	F	0	0	1	2	1	1	1
GARDNER AV	W KATHY ST	SHAFF RD SE	PAVED	N	H	F	2	0	1	2	7	7	7
GARDNER AV	W LOCUST ST	WESTERN AV	PAVED	N	H	F	2	0	1	2	7	7	7
GARDNER AV	W MAPLE ST	W IDA ST	PAVED	N	H	F	2	0	1	2	3	4	3.5
GARDNER AV	W REGIS ST	WYATT AV	PAVED	N	H	F	2	0	1	2	7	7	7
GARDNER AV	W WASHINGTON ST	W DARBY ST	PAVED	N	H	F	2	0	1	2	7	7	7
GARDNER AV	WESTERN AV	W REGIS ST	PAVED	N	H	F	2	0	1	2	7	7	7
GARDNER AV	WYATT AV	W KATHY ST	PAVED	N	H	F	2	0	1	2	7	7	7
GOLDFINCH AV	MEADOWLARK DR	HUMMINGBIRD LN	PAVED	N	H	F	2	0	1	2	7	7	7
GREEN ACRES CT	EAST SANTIAM ST	DEAD END	PAVED	N	H	F	2	0	1	2	3	3	3
GRIER DR	WHITNEY DR	HOBSON ST	PAVED	N	H	F	2	0	1	2	7	7	7
HERITAGE LP	HERITAGE LP	SIERRA CT	PAVED	N	H	F	2	0	1	2	7	7	7
HERITAGE LP	SIERRA CT	W LOCUST ST	PAVED	N	H	F	2	0	1	2	7	7	7
HIGHLAND CT	DEAD END	E PINE ST	PAVED	N	H	F	2	0	1	2	4	4	4
HIGHLAND DR	E JEFFERSON ST	E SANTIAM ST	PAVED	N	H	F	2	0	1	2	8	7	7.5
HIGHLAND DR	E PINE ST	DEAD END	PAVED	N	H	F	2	0	1	2	5	6	5.5
HIGHLAND DR	EAST SANTIAM ST	E PINE ST	PAVED	N	H	F	2	0	1	2	4	5	4.5
HOBSON ST	DEAD END	GRIER DR	PAVED	N	H	F	2	0	1	2	5	7	6
HOBSON ST	GRIER DR	WHITNEY ST	PAVED	N	H	F	2	0	1	2	5	7	6
HOBSON ST	WHITNEY ST	DEAD END	PAVED	N	H	F	2	0	1	2	5	7	6
HUMMINGBIRD LN	CARDINAL AV	GOLDFINCH AV	PAVED	N	H	F	2	0	1	2	7	7	7
JAY CT	WESTOWN DR	DEAD END	PAVED	N	H	F	2	0	1	2	6	7	6.5
JUNCO ST	CARDINAL AV	DEAD END	PAVED	N	H	F	1	0	1	2	9	8	8.5

City of Stayton Street Pavement Condition Rating

STREET NAME	FROM	TO	SURFTYPE	IMPROVED			CURB	SIDEWALK			MIKE	MICHAEL	AVERAGE
JUNCO ST	KINDLE WY SE	CARDINAL AV	PAVED	N	H	F	1	0	1	2	9	8	8.5
KENT AV	DAWN DR	KENT CT	PAVED	N	H	F	2	0	1	2	5	6	5.5
KENT AV	DEAD END	DAWN DR	PAVED	N	H	F	2	0	1	2	5	6	5.5
KENT AV	KENT CT	FERN RIDGE RD SE	PAVED	N	H	F	2	0	1	2	5	6	5.5
KENT CT	KENT AV	DEAD END	PAVED	N	H	F	2	0	1	2	5	6	5.5
KINDLE WY	EAGLE ST	MEADOWLARK DR	PAVED	N	H	F	1	0	1	2	6	6	6
KINDLE WY	MEADOWLARK DR	ORIOLE ST	PAVED	N	H	F	1	0	1	2	6	6	6
KINDLE WY	ORIOLE ST	JUNCO ST	PAVED	N	H	F	1	0	1	2	9	7	8
KINDLE WY	SHAFF RD SE	EAGLE ST	PAVED	N	H	F	1	0	1	2	6	5	5.5
KRISTAN CT	DEAD END	WESTOWN DR	PAVED	N	H	F	2	0	1	2	5	6	5.5
LUPINE CT	DEAD END	SUMMERVIEW DR	PAVED	N	H	F	2	0	1	2	7	7	7
MARTIN DR	CASCADE HW SE	WHITNEY ST	PAVED	N	H	F	2	0	1	2	6	7	6.5
MEADOWBROOK LN	SPRING BREEZE DR	WILDFLOWER DR	PAVED	N	H	F	2	0	1	2	7	7	7
MEADOWLARK DR	CARDINAL AV	GOLDFINCH AV	PAVED	N	H	F	2	0	1	2	7	7	7
MEADOWLARK DR	GOLDFINCH AV	QUAIL RUN AV	PAVED	N	H	F	2	0	1	2	7	7	7
MEADOWLARK DR	KINDLE WY SE	CARDINAL AV	PAVED	N	H	F	2	0	1	2	7	7	7
MELISSA CT	WESTOWN DR	DEAD END	PAVED	N	H	F	2	0	1	2	6	6	6
MOUNTAIN DR	E FIR ST	SNOW PEAK CT	PAVED	N	H	F	2	0	1	2	7	7	7
MOUNTAIN DR	ROCKY TOP CT	DEAD END	PAVED	N	H	F	2	0	1	2	6	7	6.5
MOUNTAIN DR	SNOW PEAK CT	SUMMIT CT	PAVED	N	H	F	2	0	1	2	7	7	7
MOUNTAIN DR	SUMMIT CT	ROCKY TOP CT	PAVED	N	H	F	2	0	1	2	6	7	6.5
MT JEFFERSON DR	E PINE ST	DEAD END	PAVED	N	H	F	1	0	1	2	4	5	4.5
N 10TH AV	DAWN DR	FERN RIDGE RD SE	PAVED	N	H	F	2	0	1	2	10	9	9.5
N 10TH AV	E BURNETT ST	DEAD END	PAVED	N	H	F	2	0	1	2	7	7	7
N 10TH AV	E FIR ST	E KATHY ST	PAVED	N	H	F	2	0	1	2	10	9	9.5
N 10TH AV	E KATHY ST	DAWN DR	PAVED	N	H	F	2	0	1	2	10	9	9.5
N 10TH AV	E PINE ST	E FIR ST	PAVED	N	H	F	2	0	1	2	10	9	9.5
N 10TH AV	EAST SANTIAM ST	E PINE ST	PAVED	N	H	F	2	0	1	2	10	9	9.5
N 2ND AV	E BURNETT ST	E VIRGINIA ST	PAVED	N	H	F	2	0	1	2	5	4	4.5
N 2ND AV	E FIR ST	E CEDAR ST	PAVED	N	H	F	2	0	1	2	4	5	4.5
N 2ND AV	E FLORENCE ST	E IDA ST	PAVED	N	H	F	2	0	1	2	6	6	6
N 2ND AV	E HIGH ST	E MARION ST	PAVED	N	H	F	2	0	1	2	5	4	4.5
N 2ND AV	E HOLLISTER ST	E PINE ST	PAVED	N	H	F	2	0	1	2	4	4	4
N 2ND AV	E IDA ST	E HIGH ST	PAVED	N	H	F	2	0	1	2	5	4	4.5
N 2ND AV	E MARION ST	E BURNETT ST	PAVED	N	H	F	2	0	1	2	4	3	3.5
N 2ND AV	E PINE ST	E FIR ST	PAVED	N	H	F	2	0	1	2	3	4	3.5
N 2ND AV	E VIRGINIA ST	E WASHINGTON ST	PAVED	N	H	F	2	0	1	2	5	4	4.5
N 2ND AV	E WATER ST	E FLORENCE ST	PAVED	N	H	F	2	0	1	2	6	6	6

City of Stayton Street Pavement Condition Rating

STREET NAME	FROM	TO	SURFTYPE	IMPROVED			CURB	SIDEWALK			MIKE	MICHAEL	AVERAGE
N 3RD AV	CEDAR TERRACE CT	FERN RIDGE RD SE	PAVED	N	H	F	2	0	1	2	5	6	5.5
N 3RD AV	E BURNETT ST	E VIRGINIA ST	PAVED	N	H	F	2	0	1	2	5	5	5
N 3RD AV	E CEDAR ST	E CEDAR ST	PAVED	N	H	F	2	0	1	2	5	5	5
N 3RD AV	E CEDAR ST	E REGIS ST	PAVED	N	H	F	2	0	1	2	5	5	5
N 3RD AV	E ELWOOD ST	E ROBIDOUX ST	PAVED	N	H	F	2	0	1	2	5	5	5
N 3RD AV	E FIR ST	E CEDAR ST	PAVED	N	H	F	2	0	1	2	5	5	5
N 3RD AV	E FLORENCE ST	E IDA ST	PAVED	N	H	F	2	0	1	2	5	5	5
N 3RD AV	E HIGH ST	E MARION ST	PAVED	N	H	F	2	0	1	2	5	5	5
N 3RD AV	E HOLLISTER ST	E PINE ST	PAVED	N	H	F	2	0	1	2	5	5	5
N 3RD AV	E IDA ST	E HIGH ST	PAVED	N	H	F	2	0	1	2	5	5	5
N 3RD AV	E JEFFERSON ST	E SANTIAM ST	PAVED	N	H	F	2	0	1	2	6	6	6
N 3RD AV	E MARION ST	E BURNETT ST	PAVED	N	H	F	2	0	1	2	5	4	4.5
N 3RD AV	E PINE ST	E FIR ST	PAVED	N	H	F	2	0	1	2	5	5	5
N 3RD AV	E REGIS ST	CEDAR TERRACE CT	PAVED	N	H	F	2	0	1	2	5	6	5.5
N 3RD AV	E ROBIDOUX ST	E HOLLISTER ST	PAVED	N	H	F	2	0	1	2	5	5	5
N 3RD AV	E SANTIAM ST	E ELWOOD ST	PAVED	N	H	F	2	0	1	2	6	6	6
N 3RD AV	E VIRGINIA ST	E WASHINGTON ST	PAVED	N	H	F	2	0	1	2	5	5	5
N 3RD AV	E WASHINGTON ST	E JEFFERSON ST	PAVED	N	H	F	2	0	1	2	6	6	6
N 3RD AV	E WATER ST	E FLORENCE ST	PAVED	N	H	F	2	0	1	2	6	5	5.5
N 3RD AV	FERN RIDGE RD SE	WILDFLOWER DR	PAVED	N	H	F	2	0	1	2	7	7	7
N 3RD AV	WILDFLOWER DR	WELDON ST	PAVED	N	H	F	2	0	1	2	7	7	7
N 3RD AV	WELDON ST	WHITNEY ST	PAVED	N	H	F	2	0	1	2	7	7	7
N 4TH AV	714	E WASHINGTON ST	PAVED	N	H	F	1	0	1	2	9	8	8.5
N 4TH AV	E BURNETT ST	E VIRGINIA ST	PAVED	N	H	F	0	0	1	2	9	8	8.5
N 4TH AV	E CEDAR ST	DEAD END	PAVED	N	H	F	0	0	1	2	8	8	8
N 4TH AV	E ELWOOD ST	E ROBIDOUX ST	PAVED	N	H	F	0	0	1	2	2	3	2.5
N 4TH AV	E FIR ST	DEAD END	PAVED	N	H	F	2	0	1	2	5	5	5
N 4TH AV	E FLORENCE ST	E IDA ST	PAVED	N	H	F	2	0	1	2	9	8	8.5
N 4TH AV	E FLORENCE ST	E IDA ST	PAVED	N	H	F	1	0	1	2	9	6	7.5
N 4TH AV	E HOLLISTER ST	E FIR ST	PAVED	N	H	F	2	0	1	2	5	5	5
N 4TH AV	E IDA ST	E MARION ST	PAVED	N	H	F	1	0	1	2	5	5	5
N 4TH AV	E JEFFERSON ST	E SANTIAM ST	PAVED	N	H	F	0	0	1	2	2	3	2.5
N 4TH AV	E MARION ST	E BURNETT ST	PAVED	N	H	F	1	0	1	2	9	8	8.5
N 4TH AV	E ROBIDOUX ST	E HOLLISTER ST	PAVED	N	H	F	2	0	1	2	4	4	4
N 4TH AV	E SANTIAM ST	E ELWOOD ST	PAVED	N	H	F	0	0	1	2	3	4	3.5
N 4TH AV	E VIRGINIA ST	714	PAVED	N	H	F	1	0	1	2	9	8	8.5
N 4TH AV	E WASHINGTON ST	E JEFFERSON ST	PAVED	N	H	F	0	0	1	2	2	3	2.5
N 4TH AV	E WATER ST	E FLORENCE ST	PAVED	N	H	F	1	0	1	2	7	6	6.5

City of Stayton Street Pavement Condition Rating

STREET NAME	FROM	TO	SURFTYPE	IMPROVED			CURB	SIDEWALK			MIKE	MICHAEL	AVERAGE
N 5TH AV	DEAD END	E FIR ST	PAVED	N	H	F	2	0	1	2	6	5	5.5
N 5TH AV	DEAD END	E MARION ST	PAVED	N	H	F	1	0	1	2	5	5	5
N 5TH AV	E BURNETT ST	E VIRGINIA ST	PAVED	N	H	F	0	0	1	2	3	3	3
N 5TH AV	E ELWOOD ST	E ROBIDOUX ST	PAVED	N	H	F	2	0	1	2	3	3	3
N 5TH AV	E JEFFERSON ST	E SANTIAM ST	PAVED	N	H	F	1	0	1	2	3	5	4
N 5TH AV	E MARION ST	E BURNETT ST	PAVED	N	H	F	0	0	1	2	3	3	3
N 5TH AV	E ROBIDOUX ST	E HOLLISTER ST	PAVED	N	H	F	0	0	1	2	2	1	1.5
N 5TH AV	E SANTIAM ST	E ELWOOD ST	PAVED	N	H	F	1	0	1	2	4	4	4
N 5TH AV	E VIRGINIA ST	E WASHINGTON ST	PAVED	N	H	F	1	0	1	2	3	4	3.5
N 5TH AV	E WASHINGTON ST	E JEFFERSON ST	PAVED	N	H	F	0	0	1	2	2	3	2.5
N 6TH AV	DEAD END	E MARION ST	PAVED	N	H	F	2	0	1	2	4	4	4
N 6TH AV	E BURNETT ST	E VIRGINIA ST	PAVED	N	H	F	1	0	1	2	2	3	2.5
N 6TH AV	E CEDAR ST	E REGIS ST	GRAVEL/PAVED	N	H	F	2	0	1	2	4	1	2.5
N 6TH AV	E ELWOOD ST	E ROBIDOUX ST	PAVED	N	H	F	2	0	1	2	9	8	8.5
N 6TH AV	E FIR ST	E CEDAR ST	PAVED	N	H	F	2	0	1	2	6	5	5.5
N 6TH AV	E HOLLISTER ST	E PINE ST	PAVED	N	H	F	2	0	1	2	6	4	5
N 6TH AV	E JEFFERSON ST	E SANTIAM ST	PAVED	N	H	F	1	0	1	2	5	5	5
N 6TH AV	E MARION ST	E BURNETT ST	PAVED	N	H	F	0	0	1	2	2	3	2.5
N 6TH AV	E PINE ST	E FIR ST	PAVED	N	H	F	2	0	1	2	5	4	4.5
N 6TH AV	E REGIS ST	DEAD END	GRAVEL	N	H	F	0	0	1	2	1	1	1
N 6TH AV	E ROBIDOUX ST	E HOLLISTER ST	PAVED	N	H	F	2	0	1	2	9	8	8.5
N 6TH AV	E SANTIAM ST	E ELWOOD ST	PAVED	N	H	F	2	0	1	2	9	8	8.5
N 6TH AV	E VIRGINIA ST	E WASHINGTON ST	PAVED	N	H	F	2	0	1	2	3	3	3
N 7TH AV	E BURNETT ST	E VIRGINIA ST	PAVED	N	H	F	2	0	1	2	5	5	5
N 7TH AV	E MARION ST	E BURNETT ST	PAVED	N	H	F	2	0	1	2	5	5	5
N 7TH AV	E ROBIDOUX ST	E HOLLISTER ST	GRAVEL	N	H	F	1	0	1	2	1	1	1
N 7TH AV	E VIRGINIA ST	E WASHINGTON ST	PAVED	N	H	F	2	0	1	2	5	5	5
N 7TH AV	E WASHINGTON ST	E JEFFERSON ST	PAVED	N	H	F	2	0	1	2	5	5	5
N 9TH AV	E BURNETT ST	E VIRGINIA ST	PAVED	N	H	F	2	0	1	2	7	7	7
N ALDER AV	DEAD END	W IDA ST	PAVED	N	H	F	0	0	1	2	1	1	1
N ALDER AV	W IDA ST	W HIGH ST	GRAVEL	N	H	F	0	0	1	2	1	1	1
N BIRCH AV	DEAD END	W IDA ST	GRAVEL	N	H	F	0	0	1	2	1	1	1
N BIRCH AV	W IDA ST	W HIGH ST	PAVED	N	H	F	0	0	1	2	3	3	3
N CHERRY AV	W HIGH ST	DEAD END	GRAVEL	N	H	F	0	0	1	2	1	1	1
N CHERRY AV	W IDA ST	W HIGH ST	PAVED	N	H	F	0	0	1	2	2	2	2
N DOUGLAS AV	W KATHY ST	SHAFF RD SE	PAVED	N	H	F	2	0	1	2	4	4	4
N DOUGLAS AV	W REGIS ST	W KATHY ST	PAVED	N	H	F	2	0	1	2	4	4	4
N EVERGREEN AV	DEAD END	W HOLLISTER ST	PAVED	N	H	F	2	0	1	2	5	6	5.5

City of Stayton Street Pavement Condition Rating

STREET NAME	FROM	TO	SURFTYPE	IMPROVED			CURB	SIDEWALK			MIKE	MICHAEL	AVERAGE
N EVERGREEN AV	W BURNETT ST	W VIRGINIA ST	PAVED	N	H	F	2	0	1	2	5	6	5.5
N EVERGREEN AV	W HIGH ST	W BURNETT ST	PAVED	N	H	F	2	0	1	2	6	6	6
N EVERGREEN AV	W HOLLISTER ST	W FIR ST	PAVED	N	H	F	2	0	1	2	4	4	4
N EVERGREEN AV	W IDA ST	HIGH ST	PAVED	N	H	F	2	0	1	2	6	6	6
N EVERGREEN AV	W REGIS ST	SHAFF RD SE	PAVED	N	H	F	2	0	1	2	6	5	5.5
N EVERGREEN AV	W VIRGINIA ST	W WASHINGTON ST	PAVED	N	H	F	2	0	1	2	6	6	6
N EVERGREEN AV	W WATER ST	W IDA ST	PAVED	N	H	F	2	0	1	2	4	4	4
N HOLLY AV	W WATER ST	W IDA ST	PAVED	N	H	F	2	0	1	2	4	4	4
N KING AV	DEAD END	W IDA ST	GRAVEL	N	H	F	0	0	1	2	1	1	1
N LARCH AV	W IDA ST	W WASHINGTON ST	PAVED	N	H	F	2	0	1	2	4	4	4
N MYRTLE AV	W IDA ST	W WASHINGTON ST	PAVED	N	H	F	0	0	1	2	4	4	4
N NOBLE AV	CECILIA CT	W IDA ST	PAVED	N	H	F	2	0	1	2	6	7	6.5
N NOBLE AV	DEAD END	CECILIA CT	PAVED	N	H	F	2	0	1	2	6	6	6
N NOBLE AV	W IDA ST	W WASHINGTON ST	PAVED	N	H	F	1	0	1	2	6	6	6
N OAK AV	DEAD END	W IDA ST	PAVED	N	H	F	2	0	1	2	4	5	4.5
N OAK AV	W IDA ST	W WASHINGTON ST	PAVED	N	H	F	2	0	1	2	4	6	5
N PEACH AV	W WASHINGTON ST	DEAD END	PAVED	N	H	F	0	0	1	2	1	1	1
ORCHARD CT	SANTIAM ST	DEAD END	PAVED	N	H	F	2	0	1	2	8	8	8
ORIOLE ST	CARDINAL AV	DEAD END	PAVED	N	H	F	2	0	1	2	9	8	8.5
ORIOLE ST	KINDLE WAY SE	CARDINAL AV	PAVED	N	H	F	2	0	1	2	9	8	8.5
PACIFIC CT	DEAD END	WILCO RD SE	PAVED	N	H	F	2	0	1	2	6	6	6
PARTRIDGE CT	DEAD END	QUAIL RUN AV	PAVED	N	H	F	2	0	1	2	7	7	7
QUAIL RUN AV	EAGLE ST	MEADOWLARK DR	PAVED	N	H	F	2	0	1	2	7	7	7
QUAIL RUN AV	MEADOWLARK DR	DEAD END	PAVED	N	H	F	2	0	1	2	7	7	7
QUAIL RUN AV	PARTRIDGE CT	EAGLE ST	PAVED	N	H	F	2	0	1	2	7	7	7
QUAIL RUN AV	SHAFF RD SE	PARTRIDGE CT	PAVED	N	H	F	2	0	1	2	7	7	7
ROCKY TOP CT	DEAD END	MOUNTAIN DR	PAVED	N	H	F	2	0	1	2	7	7	7
ROGUE AV	STAYTON RD SE	WILLAMETTE AV	PAVED	N	H	F	2	0	1	2	4	5	4.5
ROGUE AV	WILLAMETTE AV	W DESCHUTES DR	PAVED	N	H	F	2	0	1	2	4	4	4
S DOUGLAS AV	W WATER ST	DEAD END	GRAVEL	N	H	F	0	0	1	2	1	1	1
S EVERGREEN AV	W WATER ST	W MAPLE ST	PAVED	N	H	F	2	0	1	2	5	4	4.5
SCENIC VIEW CT	DEAD END	SCENIC VIEW DR	PAVED	N	H	F	2	0	1	2	4	5	4.5
SCENIC VIEW DR	1290	SCENIC VIEW CT	PAVED	N	H	F	1	0	1	2	4	4	4
SCENIC VIEW DR	E CEDAR ST	DEAD END	PAVED	N	H	F	2	0	1	2	8	8	8
SCENIC VIEW DR	E PINE ST	E CEDAR ST	PAVED	N	H	F	2	0	1	2	8	8	8
SCENIC VIEW DR	EAST SANTIAM ST	1290	PAVED	N	H	F	0	0	1	2	4	4	4
SCENIC VIEW DR	SCENIC VIEW CT	E PINE ST	PAVED	N	H	F	2	0	1	2	4	4	4
SIERRA CT	DEAD END	HERITAGE LP	PAVED	N	H	F	2	0	1	2	7	7	7

City of Stayton Street Pavement Condition Rating

STREET NAME	FROM	TO	SURFTYPE	IMPROVED			CURB	SIDEWALK			MIKE	MICHAEL	AVERAGE
SNOW PEAK CT	DEAD END	MOUNTAIN DR	PAVED	N	H	F	2	0	1	2	7	7	7
SPRING BREEZE CT	WILDFLOWER DR	DEAD END	PAVED	N	H	F	2	0	1	2	7	7	7
SPRING BREEZE DR	MEADOWBROOK LN	WILDFLOWER DR	PAVED	N	H	F	2	0	1	2	7	7	7
SPRING BREEZE DR	SUMMERVIEW DR	MEADOWBROOK LN	PAVED	N	H	F	2	0	1	2	7	7	7
STAYTON PL	EAST SANTIAM ST	DEAD END	PAVED	N	H	F	2	0	1	2	4	6	5.5
SUMMERVIEW DR	LUPINE CT	SUNRISE DR	PAVED	N	H	F	2	0	1	2	8	7	7.5
SUMMERVIEW DR	SPRING BREEZE DR	SUMMERVIEW WY	PAVED	N	H	F	2	0	1	2	7	7	7
SUMMERVIEW DR	SUMMERVIEW DR	LUPINE CT	PAVED	N	H	F	2	0	1	2	8	7	7.5
SUMMERVIEW DR	SUMMERVIEW WY	WILDFLOWER DR	PAVED	N	H	F	2	0	1	2	7	7	7
SUMMERVIEW DR	WILDFLOWER DR	SUMMERVIEW WY	PAVED	N	H	F	2	0	1	2	7	7	7
SUMMERVIEW WY	FERN RIDGE RD SE	SUMMERVIEW DR	PAVED	N	H	F	2	0	1	2	8	7	7.5
SUMMIT CT	MOUNTAIN DR	DEAD END	PAVED	N	H	F	2	0	1	2	7	7	7
SUNRISE DR	SUMMERVIEW DR	DEAD END	PAVED	N	H	F	2	0	1	2	8	7	7.5
SUNRISE DR	WILDFLOWER DR	SUMMERVIEW DR	PAVED	N	H	F	2	0	1	2	8	7	7.5
TODD CT	WESTOWN DR	DEAD END	PAVED	N	H	F	2	0	1	2	5	6	6.5
W BURNETT ST	DEAD END	N EVERGREEN ST	PAVED	N	H	F	2	0	1	2	5	5	5
W DARBY ST	DEAD END	FERN AV	GRAVEL	N	H	F	0	0	1	2	1	1	1
W DARBY ST	FERN AV	GARDNER AV	PAVED	N	H	F	1	0	1	2	4	4	4
W DESCHUTES DR	WILCO RD SE	WILLAMETTE AV	PAVED	N	H	F	2	0	1	2	4	4	4
W DESCHUTES DR	WILLAMETTE AV	ROGUE AV	PAVED	N	H	F	2	0	1	2	4	4	4
W FIR ST	DEAD END	N EVERGREEN ST	PAVED	N	H	F	2	0	1	2	4	4	4
W HIGH ST	FERN AV	GARDNER AV	GRAVEL	N	H	F	0	0	1	2	1	1	1
W HIGH ST	N 1ST AV	N ALDER AV	PAVED	N	H	F	0	0	1	2	2	2	2
W HIGH ST	N ALDER AV	N BIRCH AV	PAVED	N	H	F	0	0	1	2	2	2	2
W HIGH ST	N BIRCH AV	N CHERRY AV	PAVED	N	H	F	0	0	1	2	2	1	1.5
W HIGH ST	N CHERRY AV	DEAD END	GRAVEL	N	H	F	1	0	1	2	1	1	1
W HIGH ST	N EVERGREEN ST	DEAD END	GRAVEL	N	H	F	0	0	1	2	1	1	1
W HOLLISTER ST	BIRCH CT	CHERRY PL	PAVED	N	H	F	2	0	1	2	4	4	4
W HOLLISTER ST	CHERRY CT	DOUGLAS AV	PAVED	N	H	F	2	0	1	2	4	4	4
W HOLLISTER ST	DOUGLAS AV	N EVERGREEN ST	PAVED	N	H	F	2	0	1	2	4	5	4.5
W HOLLISTER ST	N 1ST AV	BIRCH CT	PAVED	N	H	F	2	0	1	2	4	4	4
W IDA ST	FERN AV	GARDNER AV	PAVED	N	H	F	2	0	1	2	7	6	6.5
W IDA ST	GARDNER AV	N HOLLY AV	PAVED	N	H	F	2	0	1	2	6	6	6
W IDA ST	JETTERS WY	W WASHINGTON ST	PAVED	N	H	F	0	0	1	2	5	6	5.5
W IDA ST	N 1ST AV	N ALDER AV	PAVED	N	H	F	2	0	1	2	5	4	4.5
W IDA ST	N ALDER AV	N BIRCH AV	PAVED	N	H	F	2	0	1	2	5	4	4.5
W IDA ST	N BIRCH AV	N CHERRY AV	PAVED	N	H	F	2	0	1	2	5	4	4.5
W IDA ST	N CHERRY AV	N EVERGREEN ST	PAVED	N	H	F	2	0	1	2	5	4	4.5

City of Stayton Street Pavement Condition Rating

STREET NAME	FROM	TO	SURFTYPE	IMPROVED			CURB	SIDEWALK			MIKE	MICHAEL	AVERAGE
W IDA ST	N EVERGREEN ST	FERN AV	PAVED	N	H	F	2	0	1	2	6	6	6
W IDA ST	N EVERGREEN ST	N EVERGREEN ST	PAVED	N	H	F	2	0	1	2	6	6	6
W IDA ST	N HOLLY AV	N KING AV	PAVED	N	H	F	2	0	1	2	6	6	6
W IDA ST	N KING AV	N LARCH AV	PAVED	N	H	F	2	0	1	2	7	6	6.5
W IDA ST	N LARCH AV	N MYRTLE AV	PAVED	N	H	F	2	0	1	2	7	6	6.5
W IDA ST	N MYRTLE AV	N NOBLE AV	PAVED	N	H	F	2	0	1	2	6	6	6
W IDA ST	N NOBLE AV	N OAK AV	PAVED	N	H	F	2	0	1	2	7	6	6.5
W IDA ST	N OAK AV	JETTERS WY	PAVED	N	H	F	2	0	1	2	7	6	6.5
W KATHY ST	DEAD END	W KATHY ST	PAVED	N	H	F	2	0	1	2	4	6	5
W KATHY ST	FERN ST	GARDNER AV	PAVED	N	H	F	2	0	1	2	4	6	5
W KATHY ST	N DOUGLAS AV	W REGIS ST	PAVED	N	H	F	2	0	1	2	4	5	4.5
W KATHY ST	W KATHY ST	N DOUGLAS AV	PAVED	N	H	F	2	0	1	2	4	6	5
W KATHY ST	W REGIS ST	W KATHY ST	PAVED	N	H	F	2	0	1	2	4	5	4.5
W LOCUST ST	BIRCH AV	DOUGLAS AV	PAVED	N	H	F	2	0	1	2	9	8	8.5
W LOCUST ST	DOUGLAS AV	DOUGLAS AV	PAVED	N	H	F	2	0	1	2	9	8	8.5
W LOCUST ST	DOUGLAS AV	FERN AV	PAVED	N	H	F	2	0	1	2	9	8	8.5
W LOCUST ST	FERN AV	GARDNER AV	PAVED	N	H	F	2	0	1	2	9	8	8.5
W LOCUST ST	GARDNER AV	HERITAGE LP	PAVED	N	H	F	2	0	1	2	7	7	7
W LOCUST ST	HERITAGE LP	HERITAGE LP	PAVED	N	H	F	2	0	1	2	7	7	7
W LOCUST ST	HERITAGE LP	WESTOWN DR	PAVED	N	H	F	2	0	1	2	7	7	7
W LOCUST ST	N 1ST AV	BIRCH AV	PAVED	N	H	F	2	0	1	2	9	7	8
W LOCUST ST	WESTOWN DR	WILCO RD	PAVED	N	H	F	2	0	1	2	7	8	7.5
W MAPLE ST	FERN AV	GARDNER AV	PAVED	N	H	F	2	0	1	2	4	4	4
W MAPLE ST	S EVERGREEN ST	FERN AV	PAVED	N	H	F	2	0	1	2	4	4	4
W REGIS ST	FERN ST	GARDNER AV	PAVED	N	H	F	2	0	1	2	4	3	3.5
W REGIS ST	N 1ST AV	W KATHY ST	PAVED	N	H	F	2	0	1	2	5	6	5.5
W REGIS ST	N DOUGLAS AV	W KATHY ST	PAVED	N	H	F	2	0	1	2	5	5	5
W REGIS ST	N EVERGREEN ST	FERN ST	PAVED	N	H	F	2	0	1	2	4	4	4
W REGIS ST	W KATHY ST	N DOUGLAS AV	PAVED	N	H	F	2	0	1	2	4	5	4.5
W REGIS ST	W KATHY ST	N EVERGREEN ST	PAVED	N	H	F	2	0	1	2	4	4	4
W VIRGINIA ST	N 1ST ST	POOL	PAVED	N	H	F	2	0	1	2	4	4	4
W VIRGINIA ST	POOL	N EVERGREEN ST	PAVED	N	H	F	2	0	1	2	6	6	6
W WASHINGTON ST	BIRCH AV	DOUGLAS AV	PAVED	N	H	F	2	0	1	2	5	3	4
W WASHINGTON ST	DOUGLAS AV	N EVERGREEN ST	PAVED	N	H	F	2	0	1	2	5	4	4.5
W WASHINGTON ST	GARDNER AV	N LARCH AV	PAVED	N	H	F	2	0	1	2	7	7	7
W WASHINGTON ST	N 1ST ST	BIRCH AV	PAVED	N	H	F	2	0	1	2	5	3	4
W WASHINGTON ST	N EVERGREEN ST	GARDNER AV	PAVED	N	H	F	2	0	1	2	6	4	5
W WASHINGTON ST	N LARCH AV	N MYRTLE AV	PAVED	N	H	F	2	0	1	2	7	7	7

City of Stayton Street Pavement Condition Rating

STREET NAME	FROM	TO	SURFTYPE	IMPROVED			CURB	SIDEWALK			MIKE	MICHAEL	AVERAGE
W WASHINGTON ST	N MYRTLE AV	N NOBLE AV	PAVED	N	H	F	2	0	1	2	7	7	7
W WASHINGTON ST	N NOBLE AV	N OAK AV	PAVED	N	H	F	2	0	1	2	7	7	7
W WASHINGTON ST	N OAK AV	N PEACH AV	PAVED	N	H	F	2	0	1	2	7	7	7
W WASHINGTON ST	N PEACH AV	WILCO RD	PAVED	N	H	F	2	0	1	2	7	7	7
W WATER ST	N EVERGREEN ST	DEAD END	GRAVEL	N	H	F	0	0	1	2	1	1	1
W WATER ST	DOUGLAS AV	S EVERGREEN ST	PAVED	N	H	F	0	0	1	2	4	3	3.5
W WATER ST	DEAD END	N HOLLY AV	GRAVEL	N	H	F	0	0	1	2	1	1	1
W WATER ST	N 1ST AV	DOUGLAS AV	PAVED	N	H	F	1	0	1	2	4	3	3.5
W WATER ST	N EVERGREEN ST	S EVERGREEN ST	PAVED	N	H	F	0	0	1	2	4	3	3.5
W WATER ST	N HOLLY AV	DEAD END	GRAVEL	N	H	F	1	0	1	2	1	1	1
WEDGEWOOD PL	WESTOWN DR	DEAD END	PAVED	N	H	F	2	0	1	2	6	6	6
WELDON ST	N 3RD AV	WHITNEY ST	PAVED	N	H	F	2	0	1	2	5	5	5
WESPARK CT	DEAD END	WESTOWN DR	PAVED	N	H	F	2	0	1	2	5	6	5.5
WEST BRETT CT	WESTOWN DR	DEAD END	PAVED	N	H	F	1	0	1	2	5	6	5.5
WESTCHESTER PL	DEAD END	WESTWOOD DR	PAVED	N	H	F	2	0	1	2	5	6	5.5
WESTERN AV	GARDNER AV	WESTWOOD DR	PAVED	N	H	F	1	0	1	2	5	6	5.5
WESTERN AV	WESTWOOD DR	WILSHIRE DR	PAVED	N	H	F	2	0	1	2	4	4	4
WESTERN AV	WILMINGTON PL	WESTOWN DR	PAVED	N	H	F	2	0	1	2	4	6	5
WESTERN AV	WILSHIRE DR	WILMINGTON PL	PAVED	N	H	F	2	0	1	2	4	4	4
WESTERN CT	DEAD END	GARDNER AV	PAVED	N	H	F	2	0	1	2	8	7	7.5
WESTERN PL	WESTOWN DR	DEAD END	PAVED	N	H	F	2	0	1	2	4	6	5
WESTFALL PL	DEAD END	WESTOWN DR	PAVED	N	H	F	2	0	1	2	6	6	6
WESTFIELD CT	DEAD END	WESTOWN DR	PAVED	N	H	F	2	0	1	2	5	6	5.5
WESTFIELD PL	WESTOWN DR	DEAD END	PAVED	N	H	F	2	0	1	2	5	6	5.5
WESTHAVEN PL	WESTOWN DR	DEAD END	PAVED	N	H	F	2	0	1	2	5	6	5.5
WESTMINSTER PL	WYATT AV	DEAD END	PAVED	N	H	F	2	0	1	2	5	6	5.5
WESTOWN DR	ALYSSA CT	TODD CT	PAVED	N	H	F	2	0	1	2	5	6	5.5
WESTOWN DR	KRISTAN CT	WESTWOOD DR	PAVED	N	H	F	2	0	1	2	4	5	4.5
WESTOWN DR	MELISSA CT	SHAFF RD	PAVED	N	H	F	2	0	1	2	4	5	4.5
WESTOWN DR	TODD CT	KRISTAN CT	PAVED	N	H	F	2	0	1	2	4	6	5
WESTOWN DR	W LOCUST ST	ALYSSA CT	PAVED	N	H	F	2	0	1	2	6	7	6.5
WESTOWN DR	WESPARK CT	WESTERN AV	PAVED	N	H	F	2	0	1	2	4	6	5
WESTOWN DR	WESTERN AV	WESTFIELD PL	PAVED	N	H	F	2	0	1	2	4	5	4.5
WESTOWN DR	WESTFIELD CT	WYATT AV	PAVED	N	H	F	2	0	1	2	4	5	4.5
WESTOWN DR	WESTWOOD DR	WILSHIRE DR	PAVED	N	H	F	2	0	1	2	5	6	5.5
WESTOWN DR	WILSHIRE DR	WESPARK CT	PAVED	N	H	F	2	0	1	2	5	6	5.5
WESTOWN DR	WYATT AV	MELISSA CT	PAVED	N	H	F	2	0	1	2	4	4	4
WESTWOOD DR	WESTCHESTER PL	WESTOWN DR	PAVED	N	H	F	2	0	1	2	5	5	5

City of Stayton Street Pavement Condition Rating

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WESTWOOD DR	WESTERN AV	WESTCHESTER PL	PAVED	N	H	F	2	0	1	2	5	6	5.5
WESTWOOD PL	DEAD END	WESTERN AV	PAVED	N	H	F	2	0	1	2	4	5	4.5
WHITNEY ST	CASCADE HW SE	MARTIN DR	PAVED	N	H	F	2	0	1	2	7	7	7
WHITNEY ST	GRIER DR	WELDON ST	PAVED	N	H	F	2	0	1	2	7	7	7
WHITNEY ST	MARTIN DR	N 3RD AV	PAVED	N	H	F	2	0	1	2	8	7	7.5
WHITNEY ST	N 3RD AV	GRIER DR	PAVED	N	H	F	2	0	1	2	7	7	7
WHITNEY ST	WELDON ST	HOBSON ST	PAVED	N	H	F	2	0	1	2	7	7	7
WILDFLOWER CT	WILDFLOWER DR	DEAD END	PAVED	N	H	F	2	0	1	2	7	7	7
WILDFLOWER DR	FERN RIDGE RD SE	SUMMERVIEW DR	PAVED	N	H	F	2	0	1	2	7	7	7
WILDFLOWER DR	MEADOWBROOK LN	SUNRISE DR	PAVED	N	H	F	2	0	1	2	7	7	7
WILDFLOWER DR	N 3RD AV	SPRINGBREEZE DR	PAVED	N	H	F	2	0	1	2	7	7	7
WILDFLOWER DR	SPRING BREEZE DR	WILDFLOWER CT	PAVED	N	H	F	2	0	1	2	7	7	7
WILDFLOWER DR	SUMMERVIEW DR	MEADOWBROOK LN	PAVED	N	H	F	2	0	1	2	7	7	7
WILDFLOWER DR	WILDFLOWER CT	SUNRISE DR	PAVED	N	H	F	2	0	1	2	7	7	7
WILDING PL	WYATT AV	DEAD END	PAVED	N	H	F	2	0	1	2	4	5	4.5
WILLAMETTE AV	ROGUE AV	W DESCHUTES DR	PAVED	N	H	F	2	0	1	2	5	4	4.5
WILMINGTON PL	WESTERN AV	DEAD END	PAVED	N	H	F	2	0	1	2	4	6	5
WILSHIRE DR	1420	WESTERN AV	PAVED	N	H	F	2	0	1	2	5	5	5
WILSHIRE PL	WESTERN AV	DEAD END	PAVED	N	H	F	2	0	1	2	4	5	4.5
WYATT AV	GARDNER AV	WESTMINSTER PL	PAVED	N	H	F	2	0	1	2	4	5	4.5
WYATT AV	WESTMINSTER PL	WILDING PL	PAVED	N	H	F	2	0	1	2	4	5	4.5
WYATT AV	WESTOWN DR	DEAD END	PAVED	N	H	F	2	0	1	2	4	6	5
WYATT AV	WILDING PL	WESTOWN DR	PAVED	N	H	F	2	0	1	2	4	4	4